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TESTED CAN CAPRI CUT IT?

Controversial Ford SUV battles Cupra Tavascan

KY74 JYC
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NEW RENAULT CLIO

Why this sporty supermini won't be going electric

EXCLUSIVE IMAGES

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DRIVEN NEW VOLVO EX30

EXCLUSIVE First test of rugged Cross Country

BMW'S M DIVISION

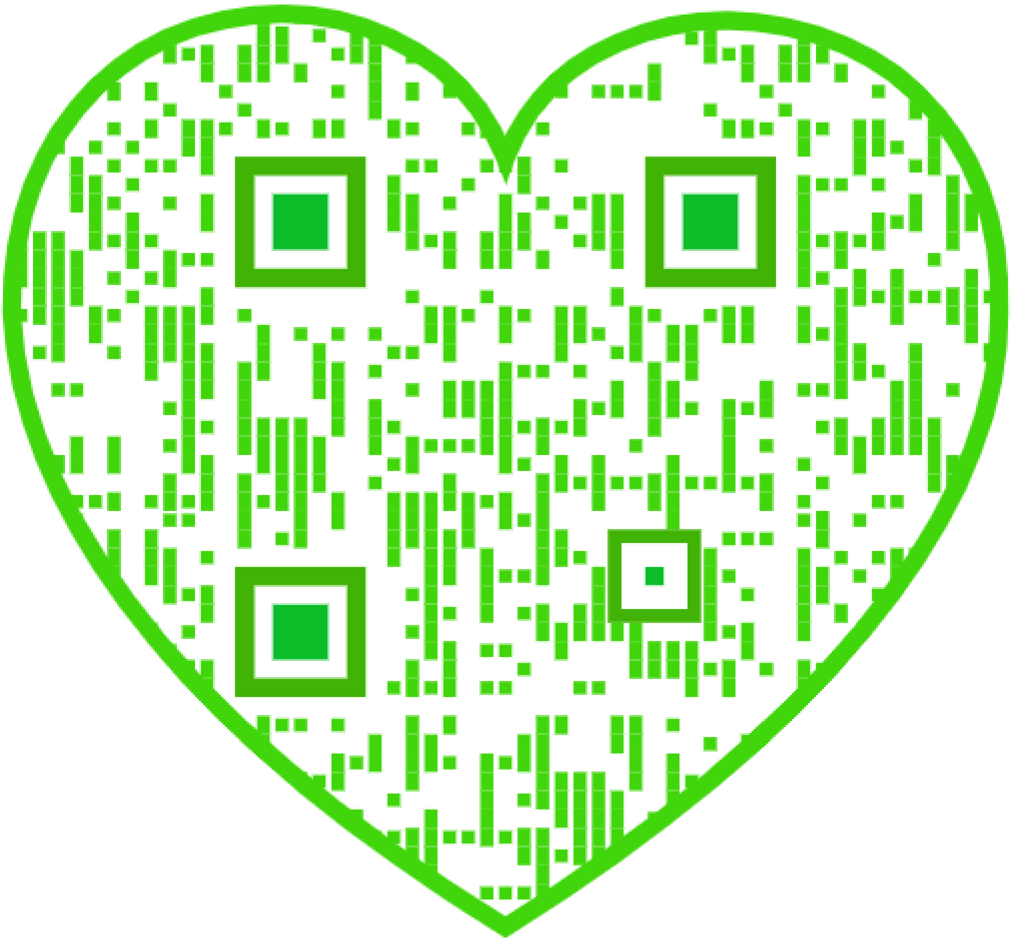
The cars and people making the magic

SCOOP ALFA STELVIO

Hybrid and electric power for new SUV

EXCLUSIVE IMAGES

TESTED BYD ATTO 2 ● SUBARU FORESTER ● PORSCHE 911 GT3 ● ALPINE A290 ● MAZDA CX-60



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NO-NONSENSE CAR SELLING HAS ARRIVED

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AUTO EXPRESS ROAD TESTS
All Auto Express tests are carried out at private proving grounds where cars are driven to the limit and performance tested. Auto Express also assesses the cars over many miles of mixed public roads before delivering its Road Test Verdict.

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THIS WEEK

AMERICA and Britain are divided by a common language, the saying goes. And potentially soon by higher tariff barriers.

The EU is certainly in the firing line. "They don't take our cars, they don't take our farm products, they take almost nothing and we take everything from them. Millions of cars..." President Trump has said. It's actually 821,000 cars, calculates JATO Dynamics, and 159,000 from the UK (one per cent of annual US sales).

Trump's threat to raise European import duty unless they buy more American cars is intractable. Few could be viably imported and many don't fit the continent's use cases.

> "PRESIDENT TRUMP'S THREATS AREN'T REALLY ABOUT OPENING UP THE EUROPEAN MARKET TO MORE IMPORTS, BUT JUSTIFICATION FOR IMPOSING HIGHER TARIFFS TO REDRESS A TRADE DEFICIT"

Ford topped the UK and US sales charts in 2024. Brits flocked to the Puma, a tiddly SUV dwarfed by America's top-selling F-150 pick-up. The French may share the term automobile with the US, but not its tastes: the Dacia Sandero and Renault Clio small hatches were Europe's top-sellers last year. Toyota's Camry, a big sedan, shifted 345,321 units Stateside, but just 6,137 in Europe.

Recently America's great car makers have suffered in Europe. Ford has shed more than 500,000 passenger car sales here since 2018. General Motors lost around $20bn on Opel/Vauxhall from the millennium to 2017, when it sold out to Peugeot-Citroen.

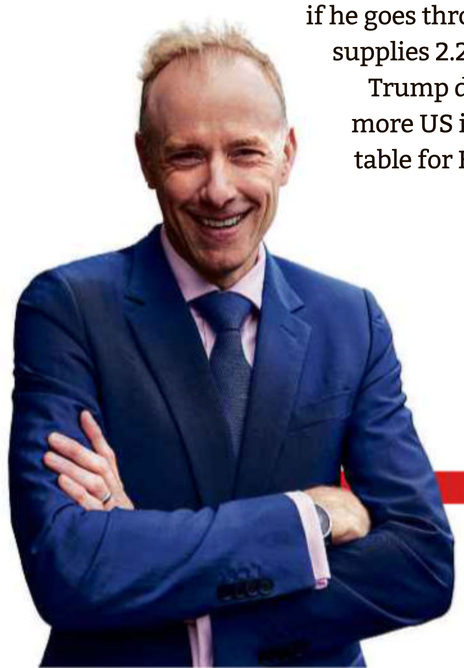
Europe has the world's tightest automotive regulation, pushing consumers to buy small engines not big-block V8s. Tesla's Cybertruck doesn't meet European safety regulations and you need a truck licence to drive something so heavy here.

President Trump's threats aren't about opening up the European market to more imports, but justification for imposing higher tariffs to redress a trade deficit. The US tariff on European imports is 2.5 per cent, and 10 per cent the opposite way.

If Trump hikes EU import duty to 25 per cent, German and Italian auto exports could fall by 7.1 and 6.6 per cent, reckons industry analyst Oxford Economics. So car makers face a choice: absorb extra duties, watch demand fall or build more in US factories.

That would be a huge win for protectionism and Donald J Trump. But it would be bad for US consumers, who would suffer falling choice and rising prices, especially if he goes through with tariffs on Canada and Mexico (which supplies 2.2 million vehicles alone).

Trump doesn't seem to care so long as foreigners contribute more US import duties. And that exact reprisal just isn't on the table for Europe – because it doesn't buy American cars.



PHIL McNAMARA

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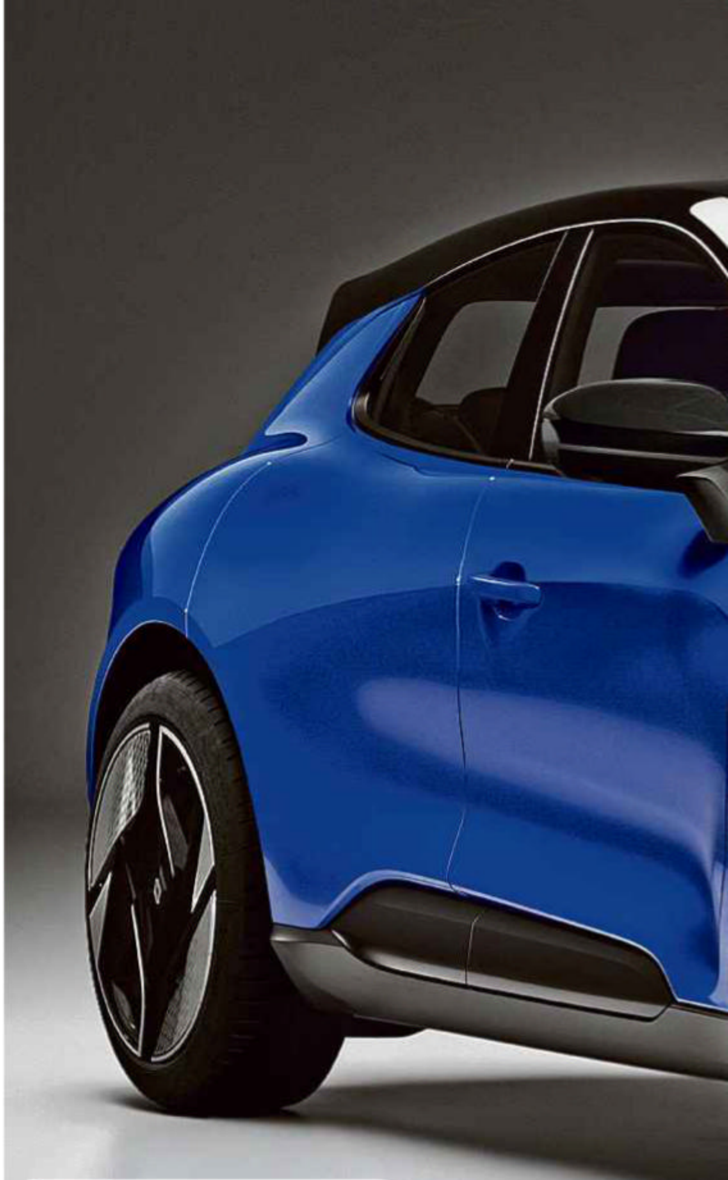

EXCLUSIVE IMAGES

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SCOO

REVEALED Renault's sixth-generation Cl

Phil McNamara

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NEXT year's Renault Clio will launch the brand's curvy, new "Latin" look, rebooting the supermini's sporty, iconic status in a bid to keep it riding high in the small-car sales charts. Our exclusive images preview how the new model could look.

Reviving two "legendary icons" – the electric Renault 5 small hatch and 4 SUV – has given the French brand the opportunity to modernise the designs of its "future icons", Renault Group's design director Laurens van den Acker told Auto Express.

And the Clio – launched 35 years ago, and about to enter its sixth generation – is one of Renault's three icons, along with the Scenic and Espace, which together popularised the multi-purpose vehicle in Europe.

"Our intention is to produce design icons – though that will only be decided in 30 years' time," said Gilles Vidal, the Renault brand's design boss.

"With the Clio next generation, we can do very modern-looking, sensual Latin cars," added van den Acker. "We can push the sexiness, the sensuality and make these cars look very desirable in a modern way."

This twin-track approach to the product portfolio – legendary icons and future icons – underpins all aspects of the manufacturer's product planning, from design to vehicle platform to powertrains.

Customers of the R4 and R5 can only choose electric power, but the 2026 Clio will stick to petrol/hybrid power. "[This strategy] allows us to have a double offer which is very clear for customers, and the two don't cannibalise [each other's sales]," said the group design boss.

"It wouldn't make sense to do a 100 per cent EV Renault 5 and Clio. We want to be careful not to create vehicles that overlap each other," added van den Acker.

Disguised prototypes of the new Clio pictured out testing (right) illustrate his point. The Clio Mk6 has a longer front overhang than the R5, to package combustion engines and offer crash protection.

Nonetheless, the two cars share around 70 per cent of their chassis components, although they have different codenames: CMF-B for the Clio platform, AmpR Small for R5.

The electric platform can also accommodate bigger wheels: the R5's base tyre is 18 inches; the current Clio maxes out at 17 inches. That's because an electric motor is narrower than a combustion engine, creating more space for the wheels to turn.

It's unlikely the new Clio will squeeze in 18-inch rims without impacting its around-town agility or ride comfort with very thin rubber. But the wheels will be lightweight and aerodynamic.

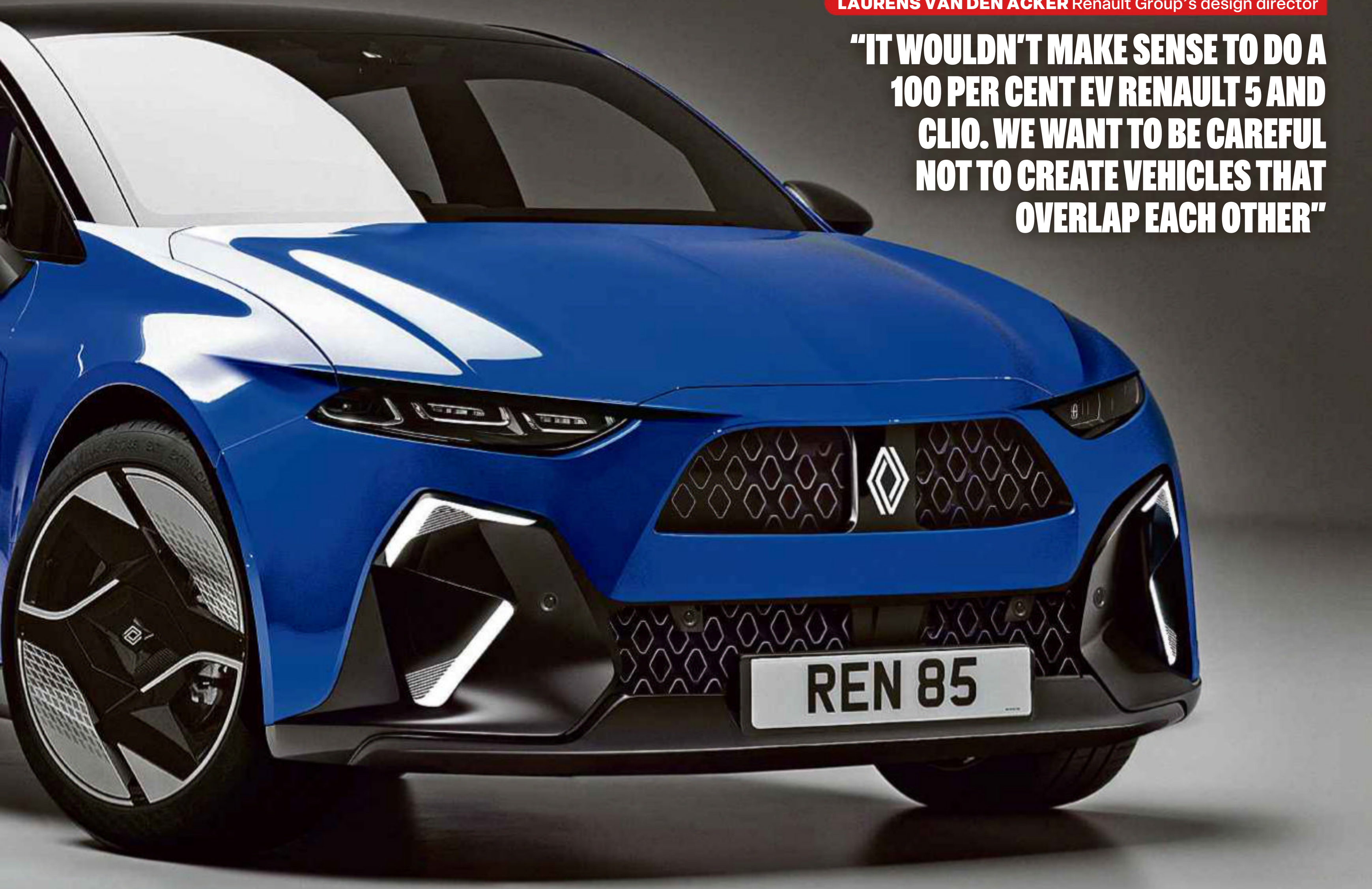
Today's Clio comes with two powertrain choices in the UK: the

▶

Automedia

LAURENS VAN DEN ACKER Renault Group's design director

> “IT WOULDN'T MAKE SENSE TO DO A 100 PER CENT EV RENAULT 5 AND CLIO. WE WANT TO BE CAREFUL NOT TO CREATE VEHICLES THAT OVERLAP EACH OTHER”



CLIO REBORN

io hatchback will get a clean look and hi-tech kit, while sticking with petrol and hybrid power

POWERTRAINS
The Mk6 Clio (left) will have either a petrol or hybrid powertrain to differentiate it from the electric-only Renault 4 SUV (right) and Renault 5 hatch

LAURENS VAN DEN ACKER Renault Group's design director

> “WITH THE CLIO NEXT GENERATION, WE CAN DO VERY MODERN-LOOKING, SENSUAL LATIN CARS”

three-cylinder TCe 90 petrol turbo with 89bhp and a manual gearbox, and an automatic hybrid with 141bhp. This combines a four-cylinder engine with twin electric motors – one for electric drive, the other to start the engine – and its extensive running on electric power returns up to 67.3mpg on the WLTP test cycle.

Will the new Clio be hybrid only, or even sold here at all? Hybrid is the most likely outcome: weighing up powertrain line-ups is currently a very delicate equation for car companies, with the threat of fines hanging over brands that sell too few EVs or bust their CO_2 targets by shifting too many combustion engines.

"Like every car company, we're trying to find out what's the right mix of powertrains to fulfil the regulations. But the customer is always right," continued van den Acker, referencing the friction between buyers seeking good-value small cars and the inflationary cost pressures of adding tech to meet tightening emissions edicts. The Euro 7 emissions standard – which is due to tighten rules on what vehicles can emit, including dust from brakes and tyres – is finally set to take effect from November 2026.

Engineering right-hand drive is another complicating factor, and is a key reason why small-selling big Renaults such as the Espace are not sold in the UK. The next Clio would arrive in British retailers in early 2027, meaning it would have a guaranteed three years on the market before the Government potentially bans sales of all new cars running combustion engines, even hybrids.

But with the Clio accounting for around 30 per cent of Renault UK's 2024 sales, and decent profitability thanks to the company's strategy of spreading costs over Renault, Dacia, Nissan and Alpine using pooled parts, it's highly likely that the Mk6 Clio will be offered here. Especially as Renault is benefiting from Ford axing the barely profitable Fiesta: the Clio was the second best-selling small hatch in Europe last year, behind only its Dacia Sandero cousin in the sales charts.

One thing that's certain is the sixth-generation Clio will be true to its sporty heritage. The swooping roofline drops away to the rear of the car, culminating in a spoiler and some sharp edges to reduce drag and improve economy.

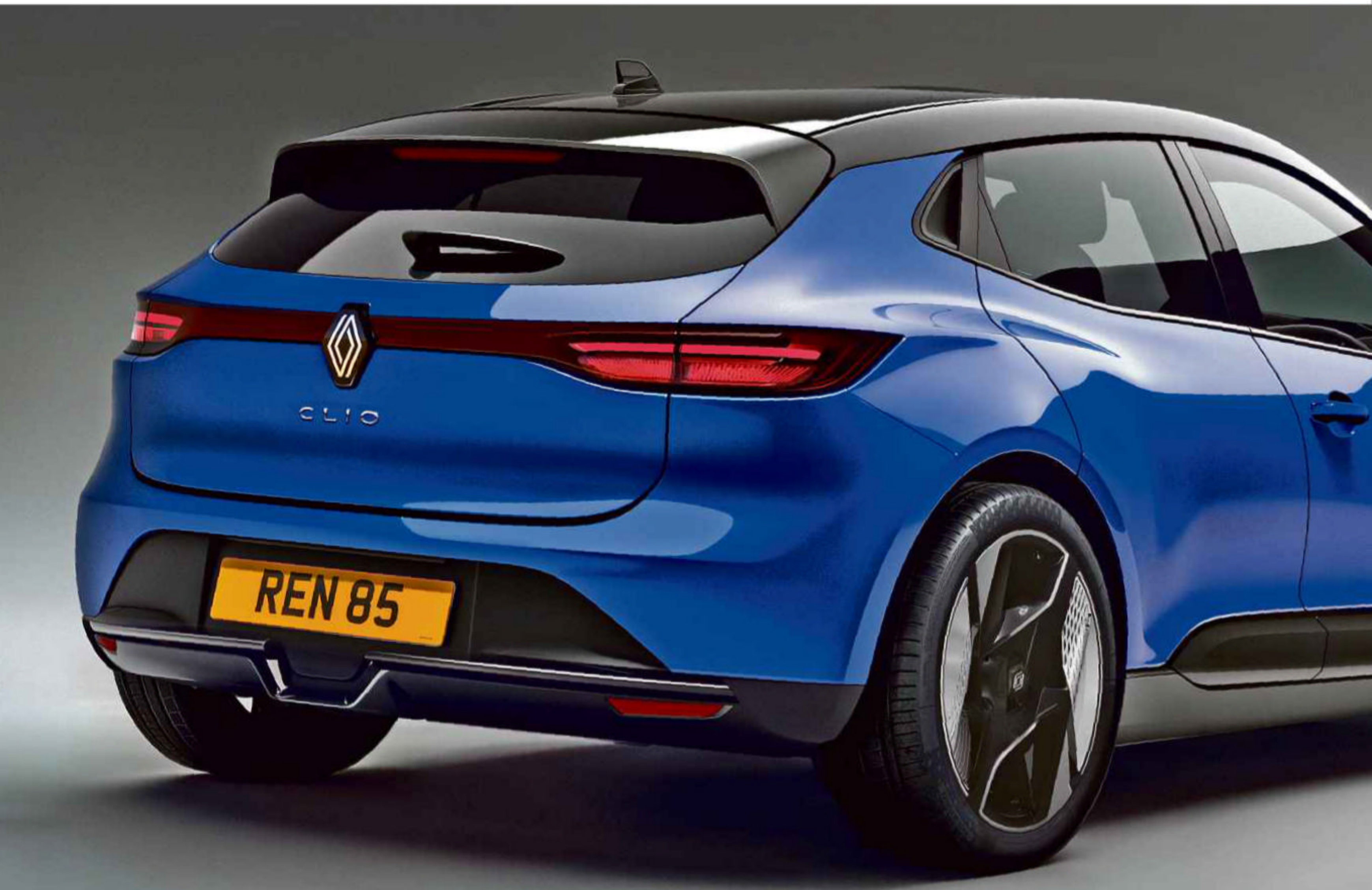
The new design incorporates curvy wheelarches, showcased on the 2024 Emblème concept which teased the future of modern Renaults. The set-back headlamps with descending LEDs also take inspiration from the show car: "smart graphics" are part of Renault's design philosophy.

Don't expect lots of crease lines; the curves will provide most of the eye candy. Referencing Renault's new design strategy, Vidal said: "We're trying to go a long way with simplicity, generous surfacing and sharp graphics." The ambition is to create cars that stand out from the crowd for their attractiveness and creativity.

The new Clio will run Renault's latest infotainment, powered by Google and

GILLES VIDAL Renault design boss

> **"EVERYONE CAN MAKE RELIABLE, GOOD CARS BUT WE WANT TO MAKE SOMETHING THAT STANDS OUT AND BRINGS SOMETHING FRESH AND INTERESTING – FOR THE RIGHT REASONS"**



with voice control, access to apps, including the tech giant's maps, and a highly customisable touchscreen. Renault is working towards a stepchange in graphical animations and haptic switches, but it remains to be seen whether it launches these on one of its lower-priced cars.

The brand's ethos is to pack models with cutting-edge features without making them feel coldly technocratic. As such, the firm's interior designers have developed soft, welcoming seats to make families feel at home, upholstered in sustainable fabrics. Recycled plastics and metals will also figure: Renault wants about 30 per cent of its cars by mass to be made from second-use materials by 2030.

So the new Clio is shaping up to be small but special. "[Renault design] is all about being memorable and meaningful," said Vidal. "Everyone can make reliable, good cars but we want to make something that stands out and brings something fresh and interesting – for the right reasons."

STYLING
Our exclusive image shows how the Clio's roof will sweep down to a rear spoiler, while door handles in the C-pillars help to smooth out the supermini's side profile

FAMOUS FIVE
Laurens van den Acker (left, seen with Gilles Vidal) says the heritage of cars such as the R5 can be a unique selling point

What's the strategy behind reviving the Renault 5 & 4?

RENAULT'S going back to the future to revive cars that died in the nineties. Up first is the 5 – a chic city car launched in 1972 – followed by a remix of the utilitarian sixties Renault 4 hatchback. Both will return to the UK in 2025 as electric cars. Why?

"Icons and authenticity are cards we can play versus the Chinese manufacturers; this is something we have and it's important," says Laurens van den Acker, the Renault Group's top designer.

There's no nostalgia to make customers feel warm and fuzzy about brands such as BYD, Omoda and Jaecoo; these start-ups' main weapons are cutting-edge EV technology and a clear price advantage.

"Treating cars like icons allows us to look at the past in a positive way," said the Dutch design director. "You forget the times you were broken down by the side of the road! If you take pictures of your kids, how many do you have of them crying?"

It's not just Renault that is wanting us to remember the good old days. Volkswagen, which brought back the Beetle in the nineties and has revived the Type 2 bus for the electric age, is moving away from giving standalone designs and names for its future EVs. Ford has brought back the Bronco in the US and revived the Capri name in Europe. Done right – we're looking at you, Fiat 500 and MINI – there is massive sales potential and a pot of gold.

"The 500, MINI and R5 have a soul," muses van den Acker. "The Fiat 500 is la dolce vita: it used to be a cute compact car and it still is. The MINI evokes karting through the streets of London, and the Beatles. The R5 makes you want to drive to a concert in Paris. It brings back good memories, but it's also a modern car [that can fit] four people and luggage."

Van den Acker joined Renault in 2009 and was asked to create a family look across the manufacturer's range. That philosophy has created the space for the R4 and R5, plus twin-track design heralding legendary icons and future icons, starting with the Clio Mk6, the company hopes.

LAURENS VAN DEN ACKER Renault Group's design director

> **"ICONS AND AUTHENTICITY ARE CARDS WE CAN PLAY VERSUS THE CHINESE MANUFACTURERS; THIS IS SOMETHING WE HAVE AND IT'S IMPORTANT"**

Volvo's Cross Country

Alastair Crooks

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Twin-motor compact crossover is first EV to wear the badge, and more could

AEX OFFICIAL
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IT'S been 25 years since Volvo introduced the Cross Country badge to its line-up with the V70 XC. In the UK at least, this rugged, off-road-biased trim level petered out to nothing, with none of the brand's current range being offered in Cross Country guise. But now the name is back and for the first time ever it will feature on an electric car.

The EX30 Cross Country might look familiar, because this production car is all but indistinguishable from the prototype model that was revealed alongside the EX30 in 2023. Volvo says that we can expect the Cross Country to join the standard car line-up by the summer, commanding a premium of roughly £1,000 over the conventional Twin Motor Ultra – so expect it to start at around £47,000.

While the badge now adorns a compact electric crossover, Volvo points out that the Cross Country's focus very much lies in tough terrain. So what do you get for the extra outlay? There's distinctive black panelling at the front and rear, while at the back it's a tough 'foil' over the painted surface. Alongside this are black plastic wheelarch extensions, a plastic front skid plate, plus embossed Cross Country branding on the rear pillar and beneath the rear bumper.

The Cross Country's ride height is raised by 19mm – 12mm from a fresh chassis set-up, and 7mm from new set of wheels. These are 19 inches as standard, but you can also choose chunky off-road tyres on 18-inch rims. As with the old V90 Cross Country, the jacked-up EX30 gets new wing mirrors due to the difference in driving position.

Volvo has also adjusted the steering, five-link rear suspension, spring rate and damping to a softer setting to deliver a "relaxed and comfortable driving experience".

You can only have the Cross Country with the dual-motor set-up, based on the most powerful EX30. That means it's got the same 422bhp and 543Nm of torque, but the Cross Country is 0.1 seconds slower to 62mph (a still very punchy 3.7 seconds) than the standard Twin Motor due to those rugged tweaks.

There's also the same 69kWh battery (64kWh usable), but with the optional off-road tyres fitted, the range is reduced and you can expect around 230 miles from a charge. With the standard tyres you'll get 264 miles, according to the official WLTP cycle.

A few accessories will be available to customise the Cross Country for "every adventure". These include a massive Volvo-branded roof rack, mud flaps and an electric towbar.

The cabin is the same as the regular EX30's, meaning a 12.3-inch portrait-orientated touchscreen dominates the dash. Given the wait time for the Cross Country, Volvo has included all the latest over-the-air updates the EX30 has received during the time it's been on sale, with upgrades to its Google-based infotainment system.

Feedback from EX30 owners has seen things such as the 360-degree camera being able to work without the car going into gear, extra voice-command functionality and the addition of Apple CarPlay. The interior is offered in two colour combinations, with 'Pine' including Volvo's wool and Nordico upholstery, or Indigo featuring recycled denim material for a dark blue and purple colourway.

The Cross Country name, in effect, spawned the XC-badged range of SUVs that have become such a success for Volvo. So despite this being the first Cross Country-branded electric car – and something other than an estate or saloon (don't forget the short-lived S60 Cross Country) – it makes sense for the EX30 to bear the name.

Volvo expects Cross Country versions to potentially make up less than 10 per cent of total EX30 sales in the UK, but that shouldn't deter the company from going on to make more Cross Country models. Joakim Hermansson, the product lead for the EX30, hinted that there could be a future for the nameplate beyond the EX30, telling us that "Cross Country isn't going anywhere".

The most obvious model to gain the Cross Country branding next would be the upcoming EX60. But it's unlikely we'll see a more rugged version of the firm's flagship EX90, given Volvo's own tongue-in-cheek nickname of it being "a lounge with four wheels".

> **"WHILE THE BADGE ADORNS A COMPACT ELECTRIC CROSSOVER, VOLVO SAYS THE FOCUS VERY MUCH LIES IN TOUGH TERRAIN"**

name returns on EX30

l be on the way

ROUGH READY Black body cladding and wheelarch extensions give the EX30 Cross Country a rugged look to go with its all-wheel-drive powertrain

FEATURES Minimalist dash is lifted from regular EX30 and features a 12.3-inch portrait touchscreen; ride height (below) has been increased to give the Cross Country better ground clearance

PLUS We go behind the wheel

ICE ONE Our man drove the EX30 Cross Country on a frozen lake in northern Sweden

AEX EXCLUSIVE

Alastair Crooks

Alastair.Crooks@autoexpress.co.uk

AEX WE'LL give the Volvo EX30 Cross Country a proper drive in the coming months, but at the car's reveal in northern Sweden we got an exclusive opportunity to try it out on a frozen lake.

It's safe to say this driving experience isn't what the typical UK EX30 Cross Country buyer will come across on a daily basis, but fitted with studded tyres and no other modifications, the car gave a good account of itself.

The EX30's keen driving dynamics are just as apparent on the Cross Country version, with responsive if a little uncommunicative steering, mild body roll (despite the extra ride height) and a ride that felt very well sorted.

Our only gripe – and again, it's not something that'll trouble most buyers – is that the electronic stability control is never truly off, meaning it takes power away from both axles if there's excessive steering angle or tyre slip.

There are no direct rivals for the EX30 Cross Country, with Volvo producing a rather niche electric crossover off-roader, but the extra ground clearance will come in handy if you take the car off the beaten track.

This jacked-up EX30 made light work of some small snow banks, but its studded tyres are the ones to take the plaudits for our off-road experience. Despite the chunky rubber, which you'd assume to have a negative impact on refinement, the car still dampened exterior noise effectively, boding well for its on-road performance.

ESSENTIALS

Volvo EX30 Cross Country

Price: £47,000 (est) **On sale:** Summer
Powertrain: 69kWh battery, 2x e-motors
Power/torque: 422bhp/543Nm
Transmission: Single-speed auto, AWD
0-62mph: 3.7 seconds
Range: 264 miles
Max. charging: 175kW (20-80% in 26min)

AEX VERDICT

THE EX30 Cross Country should bring some excitement back to a trim level that threatened to fade away altogether. At first glance it appears to suit the EX30, so we're keen to see what the future holds for more Cross Country EVs.

Audi changes its mind

Odd numbers for ICE cars and evens for EVs are no longer in the plan as German firm backtracks

WHAT'S IN A NAME? EIGHT YEARS OF AUDI BADGING U-TURNS

2017 – BOOT BINGO

Audi introduces double-digit numbers from 25 to 70 across its range, to show a model's power output. But the baffling numbers are unrelated to actual power outputs and quietly shelved.

2022 – E-TRON'S GONE

First, Audi calls its plug-in hybrids e-trons, before downgrading them to an 'e' suffix. Then its first EV is called the e-tron – until it becomes the Q8 e-tron. The e-tron GT name is still clinging on, though.

2025 – ODD ONE OUT

After the grand total of one model (the A5), Audi reverses out of using odd numbers for combustion-engined cars and even numbers for EVs. We've yet to see if the A5 will be changed.

Jordan Katsianis

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AUDI has confirmed that it will return to a simpler naming structure for its range this year, instead of giving its petrol, diesel and hybrid models odd numbers and applying even ones to its EVs.

The change reverses the company's plan to differentiate its vehicles based on their powertrain, and a car's nomenclature will now be determined by its size and segment, as had been the case previously.

This fresh system will kick off with the new Audi A6 on 4 March, when the model will be revealed with the same name as its all-electric A6 e-tron sibling. Before now, Audi had been expected to name the ICE-powered A6 the A7, following on from what it had done with the new Audi A5, which replaced the previous-generation A4.

Marco Schubert, member of the board of management for sales and marketing at Audi, said: "This decision is the result of intensive discussions and also follows the wishes of our customers, as well as feedback from our international dealers.

"Our nomenclature now provides all customers worldwide with an intuitive orientation in our portfolio. We choose the names of our models in a way that reveals size and positioning at first glance."

Now, cars featuring an all-electric powertrain will simply utilise the e-tron moniker to make them stand out from their petrol-powered equivalents. Audi has yet to comment on whether the new A5 will backtrack to A4 badging, but the door is now open for Audi to build both ICE and all-electric versions of the same car in future – something that was not previously on the cards.

The new strategy will apply to all of Audi's A and Q-badged models, as well as its S and RS variants in the future, with Sportback, Avant and Allroad variants still signifying a variation of body shape within the main model line-up.

MARCO SCHUBERT Member of the board of management for sales and marketing, Audi

"THIS DECISION IS THE RESULT OF INTENSIVE DISCUSSIONS AND ALSO FOLLOWS THE WISHES OF OUR CUSTOMERS, AS WELL AS FEEDBACK FROM OUR INTERNATIONAL DEALERS"

OPINION

IT'S another embarrassing climbdown for Audi to reverse its all-new naming policy after just one model.

UK boss Jose Miguel Aparicio told Auto Express that reverting to the previous, logical badging of an A6 as an A6, regardless of being petrol or electric, "shows that we as a brand are flexible, agile and don't consider that everything is written in stone". But it's an avoidable faux pas.

Coming off the back of another recent branding decision, where numbers were assigned to engine outputs, this latest U-turn speaks volumes about Audi's decision making. Hopefully common sense will prevail from now on.

PAUL BARKER
Editor

again on model names

Base DS No8 has a 340-mile range

DS's flagship executive now on sale from £50k

PRICES and specifications for the DS No8 have been confirmed, with the flagship model officially now on sale in the UK. The base car costs £50,790 in Pallas trim, with a 73.7kWh battery and front-wheel drive. Opting for the 97.2kWh battery adds £3,900 to the price, and boosts the range to 466 miles.

Pallas cars get 3D connected navigation, as well as wireless Apple CarPlay and Android Auto – all operable through a 16-inch screen. There's keyless entry and start, wireless smartphone charging, heated seats, a heated steering wheel and dual-zone climate control, as well as acoustic glass and ambient lighting.

Top-spec Etoile trim is £4,000 more than Pallas, but brings a different grille design, pixel-LED lights, 360-degree cameras and a digital rear-view mirror. It also adds the firm's DS Drive Assist 2.0 tech.

The No8 represents a new design direction that ushers in a fresh naming strategy. It's hoped it will woo buyers who would otherwise give their cash to the likes of BMW, Audi, Mercedes or even Tesla.

CUT PRICE
C3 Aircross range includes some of UK's cheapest EVs and seven-seaters

Citroen's new £20k C3 Aircross focused on value

Alastair Crooks

Alastair.Crooks@autoexpress.co.uk

CITROEN'S all-new C3 Aircross is now available to order with petrol or hybrid power, and a choice of five and seven-seat configurations, alongside an all-electric variant, the e-C3 Aircross.

At £21,005 with the pure-petrol engine, the seven-seat version is one of the cheapest seven-seaters you can buy, undercutting its Vauxhall Frontera sibling. While the seven-seat layout is offered on the petrol and hybrid models, it's not available on the e-C3 Aircross.

The starting price of £20,240 gets you into the C3 Aircross powered by a PureTech 100 1.2-litre three-cylinder engine, with 99bhp and 151Nm of torque going through a six-speed manual gearbox. That gives the small Citroen SUV a 0-62mph time of 10.6 seconds and a top speed of 111mph. Fuel efficiency for the PureTech 100 is a claimed 47.1mpg with CO_2 emissions of 136g/km.

This edition comes only in base Plus trim, with the hybrid and EV also offering the better-equipped Max specification. As standard, the Plus gets 17-inch alloys, roof rails, tinted windows, LED headlights and grey skid plates. Inside you'll find a 10.25-inch touchscreen with Apple CarPlay and Android Auto, automatic air-conditioning, 'Advanced comfort' seats, rear parking sensors and a rear camera.

To this, Max (for an extra £2,000) adds wireless smartphone charging, a contrast-colour roof, a year's subscription to Citroen's integrated sat-nav and a heated windscreen, plus heated front seats and front parking sensors.

Starting at £22,990, the e-C3 Aircross is one of the UK's lowest-priced EVs. It features a 44kWh battery and an 111bhp motor, which can launch the e-C3 Aircross from 0-62mph in 12.9 seconds. Citroen claims it can cover 186 miles on a charge. It only takes 26 minutes for a 20 to 80 per cent top-up at a 100kW rate, due to that relatively small battery. A larger-battery model is due later this year with around 250 miles of range.

The hybrid C3 Aircross starts from £23,740 and features the same 1.2-litre PureTech engine as the pure-petrol car. However, here it's paired with a six-speed automatic transmission with an integrated 28bhp electric motor for 134bhp and 205Nm of torque. That means it's the quickest C3 Aircross from 0-62mph, taking 10.1 seconds, and it's more frugal than the petrol model, with combined consumption of 53.3mpg and CO_2 emissions of 121g/km.

> **"THE SEVEN-SEAT VERSION UNDERCUTS ITS VAUXHALL FRONTERA SIBLING"**

Car insurance prices fi

Tom Jervis

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Younger drivers are the biggest beneficiaries as the cost of premiums drops

CAR insurance prices have fallen to their lowest level in almost two years, but in a surprising twist it's the youngest drivers who are benefiting more than their older counterparts.

According to data from price comparison website Compare the Market, the average car insurance premium dipped by almost a quarter (23 per cent) annually from £950 in 2023 to £729 in 2024 – a saving of around £220.

But this drop in insurance prices is not equal across the board. For example, while premiums for drivers aged over 55 decreased by an average of £62, or around 12 per cent, those under 25 saw an average saving of £425, which equates to a reduction in excess of 20 per cent.

It's worth keeping in mind, though, that insurance premiums for younger motorists still remain markedly higher than they do for older drivers, with their average cover costing £1,577, compared with £427 for over 55s.

Age isn't the only factor dictating how much drivers are saving, because Compare the Market's data shows a stark difference between those living in England and people in Scotland or Wales. Londoners, for example, saw their car insurance drop by an average of £370 year-on-year, compared with £62 for someone in Wales and £111 for a driver living in Scotland.

Julie Daniels, Compare the Market's car insurance expert, welcomed the figures, saying that "many motorists will be delighted that the cost of car insurance has declined significantly compared with last year". She also encouraged drivers to shop around in order to get the best price.

This is important because while insurance prices have gone down, they're still up by an average of £105 (roughly 17 per cent) on the same period in 2022. Premiums shot up significantly throughout 2023, with insurance companies blaming this on a rise in the number of claims and the greater expense of maintaining and repairing electric cars.

"THE AVERAGE PREMIUM DIPPED BY ALMOST A QUARTER FROM £950 IN 2023 TO £729 IN 2024"

As more and more people choose to go electric, many are worried that insurance premiums will start to inflate once again. However, the UK's new Vehicle Risk Rating system is designed to counteract this.

The system will rate models across five elements – performance, damageability, repairability, safety and security – with the first few cars assessed under the scheme set to filter out to the public in the coming months. This, it's hoped, should give insurers a better understanding and insight of the risk of covering a certain vehicle, with the potential to reduce premiums for many motorists.

Tariffs may be good news at UK pumps

THE UK's stagnating economy is causing pain for drivers at the pumps, because fuel prices have risen for the fourth month in a row, exacerbated by a weakening of the pound.

But the imposition of tariffs by US President Donald Trump has resulted in a softening in oil prices, which could eventually have a positive impact on the cost of petrol and diesel.

The price of petrol increased by two pence per litre to £1.37 in January, while diesel rose by roughly three pence per litre to £1.46, making them four and six pence more expensive respectively than last October.

To fill an average family car (with a 55-litre tank) with petrol, drivers are paying £2 more than four months ago, at an average of £76.44 per fill-up. An identically sized tank of diesel would be roughly £3 pricier than last October, at just over £80. The RAC's head of policy, Simon Williams, described the news as "not a good start to 2025", adding that he "hope[s] this trend won't continue and that prices drop down again".

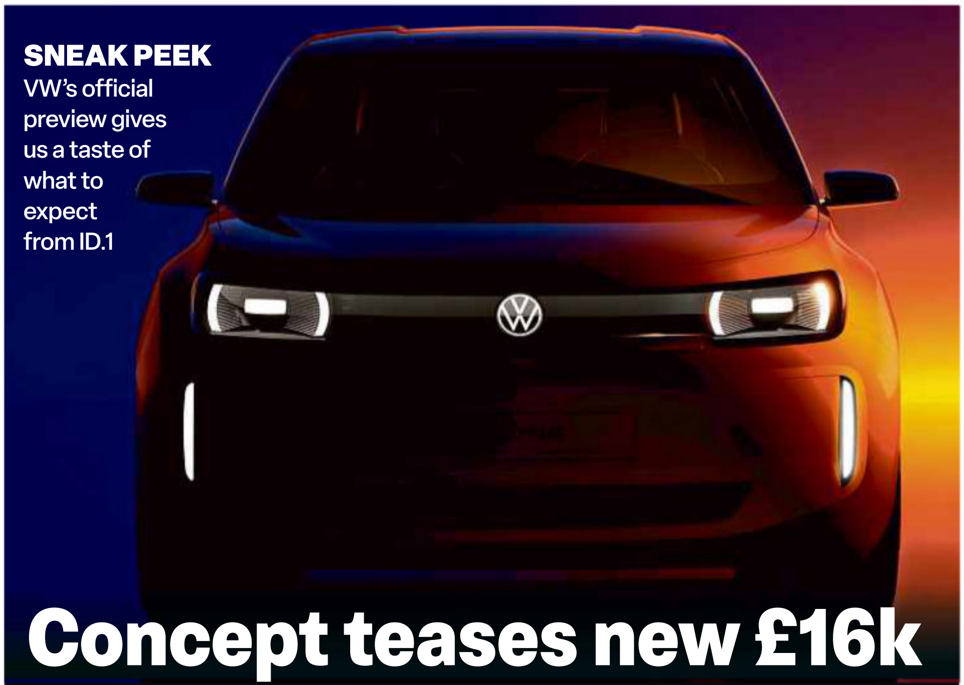
Williams said: "Much, of course, depends on global oil supply and demand. While the price of oil can be notoriously volatile, there's reason to think forecourt fuel prices may get cheaper in the coming months."

President Trump's tariffs have weakened the price of crude oil, which will in turn lower the price of fuel, according to Gordon Balmer, the executive director of the Petrol Retailers Association.

"TO FILL AN AVERAGE CAR WITH PETROL, DRIVERS ARE PAYING £2 MORE THAN IN OCTOBER"

nally fall after big hikes

by 23 per cent in 2024



SNEAK PEEK VW's official preview gives us a taste of what to expect from ID.1

Concept teases new £16k VW ID.1 EV for the masses

VOLKSWAGEN has confirmed that it will put the urban-focused ID.1 into production by 2027, creating a new low cost entry-level BEV that will be priced from around 20,000 Euros, or £16,600 at current exchange rates. To give us an idea of what the car might look like, VW has also previewed a concept that will be revealed in full next month.

It's no secret that the manufacturer has been on a mission to put this sort of affordable EV into production, but this is our first tangible sense of what the ID.1 could look like when it reaches customers in just two years' time.

The concept has been styled under the leadership of VW's new head of design Andy Mindt, and the first preview image reveals a clean and classic face made up from an illuminated badge and simple round headlights that sit underneath a single-glazed panel. Below that are two vertical lighting elements, and while this will be an urban car, it appears to feature a wide stance and pumped-up wheelarches, which are unusual in such a compact model.

This new ID.1 will join the production variant of the ID.2all concept, likely to be called ID.Polo, and will introduce a new era of low-cost electric vehicles that the German giant has been desperately in need of because of shrinking profits and higher manufacturing costs.

As with the B-segment ID.Polo, the ID.1 will be developed under the umbrella of Brand Group Core that sits within the main VW Group. This conglomerate is made up of VW cars and Commercial, Cupra/SEAT and Skoda, all of whom have teamed up on the development of these next-generation models.

VW CEO Thomas Schäfer said the new ID.1 is "an affordable, high-quality and profitable electric VW from Europe for Europe – that's the Champions League of automotive engineering!"

PAGE 82: Rutherford on the VW ID.1

> **"THE ALL-NEW CITY-SIZED EV WILL BE THE SMALLEST AND CHEAPEST VOLKSWAGEN"**

Automedia

Mule's Maserati body suggests Ferrari EV will be four-door

Wraps are set to come off first Ferrari EV in October

FERRARI CEO Benedetto Vigna seems to have confirmed when we'll see the firm's first EV in a results presentation. In an apparent nod to the new car, Vigna said: "We will reveal more of our future on 9 October at our Capital Markets Day."

We caught an early prototype of the new car testing in September 2024 and while the camouflage doesn't give much away, it provides some clues about the production car.

For a start, we can say with some confidence that the EV will be a four-door, like the Maserati Levante-bodied test car – not necessarily an SUV, but potentially an aggressively styled crossover, in a similar fashion to the Purosangue.

It is likely to be lower than its V12 sibling, though, and have at least a dual-motor powertrain for all-wheel drive.

Vauxhall says yes to price rises on Corsa for 2025

THE Vauxhall Corsa Yes Edition was introduced last year to cut the starting price of the supermini range. It also made the Corsa Electric one of the 10 cheapest EVs in the UK, but not anymore, because prices have increased for 2025.

The petrol Corsa Yes Edition was available from £18,505 but is now priced from £18,995, while the Corsa Electric Yes Edition has gone up from £26,895 to £27,495.

An extra perk for EV customers is Vauxhall's new 'Electric All In' package. This bundles together eight years of comprehensive roadside assistance, £500 credit towards an Ohme home wallbox charger or to be spent at public chargers, and 10,000 miles' worth of free home charging if you switch to the Intelligent Octopus GO home energy tariff, which is aimed at electric car drivers.

Alfa readies bold new l

Jordan Katsianis

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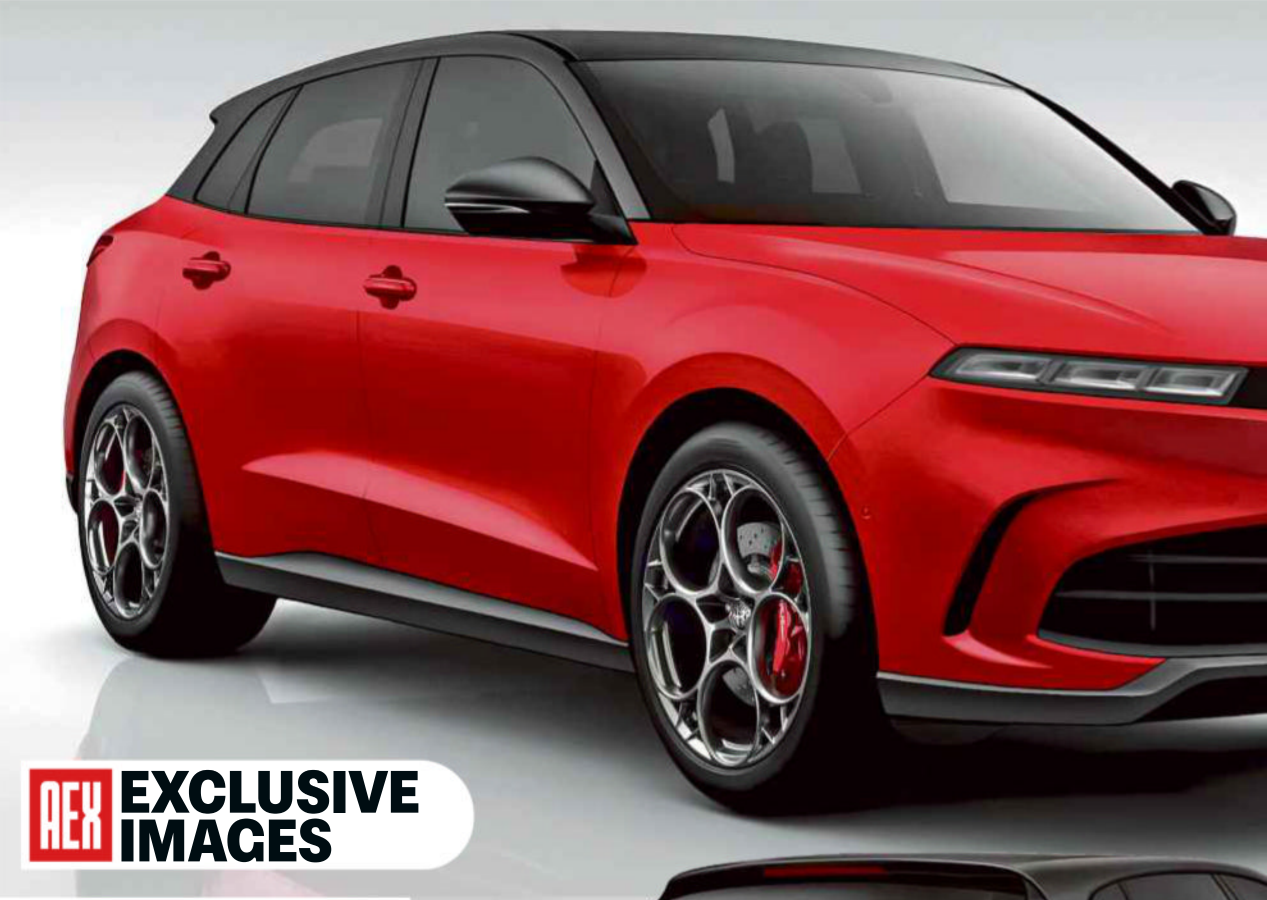
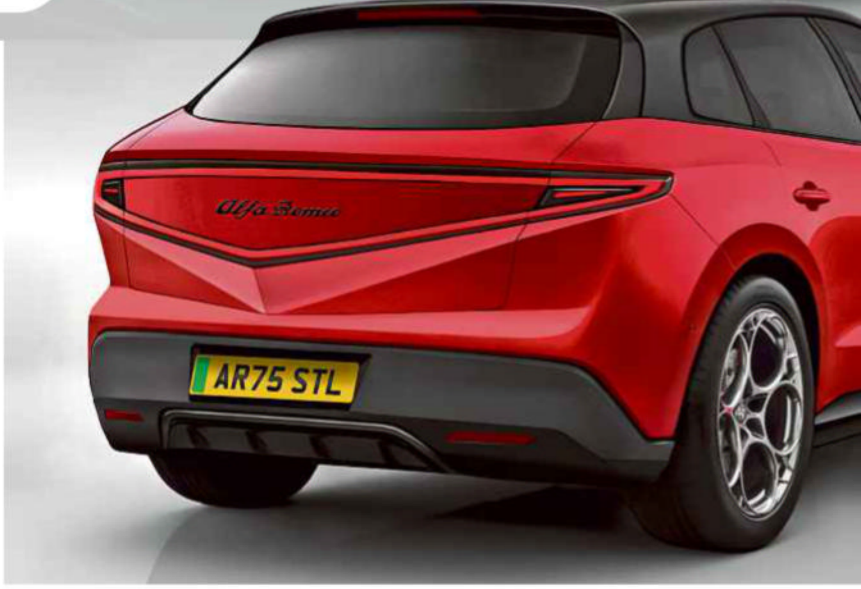
Next generation of flagship SUV makes the switch to electric power, plus a h



EXCLUSIVE IMAGES



ALFA Romeo is on track for a big year, as it gears up to introduce a brand-new Stelvio.

This will be the third Alfa SUV in as many years, but unlike the Tonale and Junior, which both run on less sophisticated underpinnings, the Stelvio will take advantage of the Stellantis Group's new STLA-Large platform, and offer a far more ambitious package as a result.

Destined to arrive this summer, the new Stelvio will target premium SUVs such as the Audi Q6 e-tron and Polestar 3 with a dramatic design and cutting-edge powertrains.

The STLA-L architecture means it can support battery sizes between 85kWh and 115kWh, with a single or dual-motor layout. It will run on either a 400V or 800V electrical system, and with the largest battery fitted, could see up to 485 miles of range.

Alfa Romeo's ambitions run beyond mainstream EVs, though. It's also planning a Quadrifoglio version with up to 1,000bhp and a 0-62mph time of around two seconds. While this is a huge jump in power and performance over the existing Quadrifoglio, there will be a substantial weight penalty from the battery-electric powertrain.

Furthermore, although the Stelvio will be an EV-first model, Alfa is able to hedge its bets. If the market demands, there will be the option of a petrol-electric hybrid powertrain.

A recent statement from the company said: "The multi-energy STLA-Large platform, set to underpin the upcoming new Alfa Romeo Stelvio and Giulia models, offers the potential to incorporate alternative engine solutions. The Alfa Romeo engineering team is actively intensifying its efforts to identify the most effective path forward."

However, the powertrain and platform are only half the story, because the Stelvio's design will also be of utmost importance – and the company knows it. Design boss Alejandro Mesonero-Romanos told Auto Express: "We are lucky in Alfa Romeo that the design is super-important, and so this is something that we can win. That's because our company sells cars that people choose because of design."

As Mesonero-Romanos pointed out, designing a car with an electric powertrain isn't straightforward, with new packaging requirements presenting fresh challenges. "Some people think that because we don't have air intakes or combustion engines that we have free rein," he said. "This is not true. We have even more constraints than IC [internal-combustion] cars."

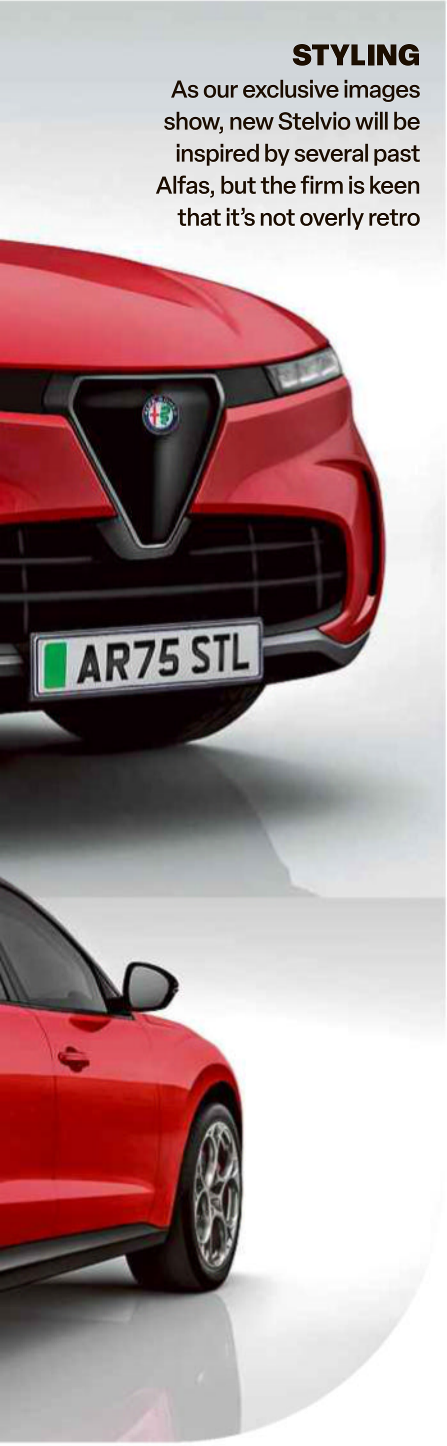
As our exclusive images here show, the new Stelvio will take inspiration from some of Alfa's more eccentric previous models, without being an obvious retro pastiche. One such car is the iconic SZ coupé from the nineties, which was known as 'Il Mostro' (The Monster) because of its awkward proportions.

Mesonero-Romanos added: "The SZ is inspiring because of its character and its brutality, not its beauty. This is very inspiring to us. There are so many influences from lots of Alfa Romeos, but the challenge is to choose the right ones, in the

> **"THE POWERTRAIN IS ONLY HALF THE STORY. THE STELVIO'S DESIGN WILL BE OF UTMOST IMPORTANCE, TOO"**

ook for its Stelvio SUV

ot 1,000bhp Quadrifoglio version is on the cards



Pratyush

STYLING As our exclusive images show, new Stelvio will be inspired by several past Alfas, but the firm is keen that it's not overly retro

right car and at the right moment, but not to be too retro."

Despite stagnated sales and a tough US market, Alfa Romeo remains committed to delivering a new generation of cars. After the Stelvio will be a new Giulia in 2026, with more to follow as the brand's masterplan gathers momentum.

driving electric
CAR OF THE YEAR 2025
KIA EV3

DrivingElectric names Kia EV3 Car of the Year

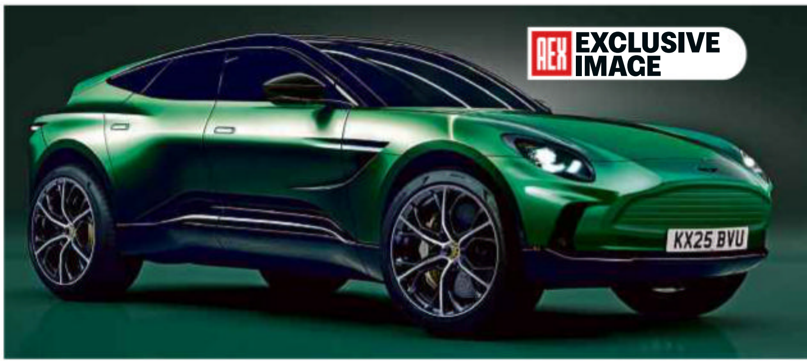
THE new Kia EV3 has been crowned Best Family Electric Car and overall 2025 Car of the Year by our sister site DrivingElectric.com. The judges said: "Kia has a reputation for shaking up the EV market and the EV3 does it again."

The EV3 is the baby brother of the seven-seat EV9, which was DrivingElectric's Car of the Year in 2024. The new car sits on the same platform, but is a lot more affordable, with prices from £32,995. Entry-level models have a 58.3kWh battery and a 267-mile range, while other variants have a much larger 81.4kWh battery that offers up to 375 miles on a charge.

The reigning Auto Express Car of the Year, the Citroen e-C3, was recognised as Best Value Electric Car, and at the other end of the price spectrum, the BMW i5 was named as the Best Premium Electric Car. Meanwhile, the Best Electric Van award went to the new Renault Master E-Tech.

Tesla's Supercharger network retained its title as the Best Universal Charging Network, while Hypervolt took away the award for Best Home Charger.

Aston aiming to give Le Mans feel to its first EV



Avarvarii

As our image shows, we expect Aston's first EV to be a DBX-sized SUV

Richard Ingram

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AEX ASTON Martin will launch its first electric car before the end of the decade, pushing back its EV plans to focus on hybrids and electrified powertrains. Despite the delay, development is ongoing, with CEO Adrian Hallmark suggesting the firm is trying to make its first electric car – expected to be a large, DBX-sized SUV – feel like a Le Mans race car.

A couple of years ago, Aston's executive chairman Lawrence Stroll revealed the company was working on its own platform, but also confirmed that Aston would use battery and motor technology from American EV firm Lucid.

Setbacks and dwindling market demand mean Aston will push back the reveal of its first EV to 2026 at the earliest. But now Hallmark, who became CEO last September, has told Auto Express that he'll look to differentiate his EVs with tech that "physically resonates" with the driver.

"If you mapped the telemetry of a V12 engine," he said, "measured the frequencies and then built those into the body structure of the vehicle – linked to the throttle position and torque load of the motors – and then suppressed it digitally by counter waves, the nasty high-pitched cheap-sounding electrical frequency noises, you would feel exactly like you're in a Valkyrie Le Mans car."

"So I believe, without fake noises through speakers, but by actually agitating body structures and other structures with the frequencies that you get from a combustion powertrain, you can create the emotional connection with the vehicle", he added.

While Aston will use Lucid's tech, it will feature bespoke calibration and software. Currently, the maximum output of the tri-motor Lucid Air Sapphire is "more than 1,200bhp". However, Aston CTO Roberto Fedeli previously told us that the brand's future models will use four motors, with a twin-motor drive unit of Aston's own design for the front axle, likely to be similar to the Valhalla supercar's set-up.

> **"ASTON IS LOOKING TO DIFFERENTIATE ITS EVS WITH TECH THAT 'PHYSICALLY RESONATES' WITH THE DRIVER"**

Tom Jervis

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SHOULD YOU CAN TO BAG A BIG DEP

CAR BUYERS HAVE COTTONED ON TO A TRICK THAT COULD SAVE THEM T

FORD MACH-E SAVE £7,500
VW ID. 4 SAVE £5,500
AUDI Q4 E-TRON SAVE £8,325
MERCEDES EQA SAVE £6,500

AEX CAR buyers have discovered a new trick which is saving them thousands of pounds by signing up for finance deals and then immediately cancelling and paying off the balance, with some benefiting from discounts in excess of £8,000.

The recent ZEV mandate has led several manufacturers to offer their cars with unprecedented deposit contributions to entice buyers.

For example, Ford is currently offering its Mach-E electric SUV with a staggering £7,500 deposit contribution, Mercedes is offering £6,500 towards a new EQA and Audi is trying to shift the Q4 e-tron with discounts as high as £8,325. It's not just limited to EVs, either; Nissan is currently giving buyers up to £3,250 towards a new Qashqai.

However, while many of these deals are only available to finance customers, with companies recouping a portion of the hefty contributions through accrued interest, some have discovered that you can actually exit the finance agreement early and pay the remaining balance with cash. This essentially avoids any interest due and nets the buyer a huge discount.

This trick is only possible thanks to what's known as 'cooling off' periods, which are mandatory clauses in finance agreements that essentially protect the customer, providing them with a fixed period after signing in which to change their mind. Given that the deposit contribution is submitted at the beginning of the credit agreement, buyers can cancel the finance during the cooling off period and not pay a penny in interest.

Auto Express approached Volkswagen Financial Services, which is currently offering huge discounts on its line-up of cars – the ID.4 SUV, for example, is currently available with a hefty £5,500 deposit contribution – to see how manufacturers are reacting to this new trick.

A VW spokesperson told us: "The 14-day withdrawal period offered under UK regulation is there for peace of mind and we don't promote the use of this cancellation period for short-term benefit as it may impact a customer's credit history and ultimately that may not be in their best interest."

But how significant is this impact? It may not be as damaging as you think; John Webb, senior consumer affairs manager at Experian, explained: "When you apply for credit, such as car finance, it leaves a hard search on your credit report, which can slightly lower your credit score for around three months. A new account being opened can also slightly reduce your score for up to 12 months while you demonstrate you can manage the account successfully."

However, Webb pointed out that "simply closing a credit account, even during the cooling off period, is unlikely to have any significant credit score impact". In essence, unless you're about to apply for a big financial commitment like a mortgage, the long-term impact of cancelling during the cooling off period and cashing in is minimal.

As you might expect, businesses would like to prevent this by introducing some kind of clause

JOHN WEBB Senior consumer affairs manager, Experian

> "SIMPLY CLOSING A CREDIT ACCOUNT, EVEN DURING THE COOLING OFF PERIOD, IS UNLIKELY TO HAVE ANY SIGNIFICANT CREDIT SCORE IMPACT"

CEL A FINANCE DEAL OSIT CONTRIBUTION?

THOUSANDS WHEN BUYING A NEW CAR. BUT IS IT LEGAL? WE TALK TO THE EXPERTS TO FIND OUT

NISSAN QASHQAI
SAVE £3,250

within the agreement to stop buyers from taking the discount and running. However, given that cooling off periods have been statutory in the UK as part of the Consumer Contracts (Information, Cancellation and Additional Charges) Regulations, which came into effect in 2014, there is little they can do.

Incredibly, Auto Express has even heard stories of dealers promoting the practice, which will make it even more appealing to some customers. However, anyone considering it would be well advised to read the fine print of any financial agreement before signing on the dotted line.

SEVEN OTHER WAYS TO SAVE MONEY ON A NEW CAR

1. Buy at the best time

Many car showrooms – the ones owned by dealer groups, not the brand themselves – operate on a quarterly basis, based around the March and September number plate changes. So if you head to a dealership a few weeks to a month before the end of a quarter (in other words at the beginning or middle of February, May, August or November), you might encounter a salesperson desperate to hit their targets and tempt you with a juicy deal.

2. Buy from stock

Configuring a car from scratch might feel exciting and allow you to tailor it exactly to your taste, but choosing one from stock is a good way to get a model cheaper and sooner.

Many dealerships order models in bulk, and the ones that don't sell gather dust and occupy valuable space on their forecourts. As always, it's worth comparing stock cars to a configured car and weighing up the difference.

3. Compare finance deals

The finance deal proposed to you by the dealer may not be your only option, because this is most likely the one that will net it the most commission. We recommend asking whether there are any interest-free options available or, of course, any deposit contributions. Another tip is to look elsewhere; do your research and compare quotes before signing on the dotted line.

4. Avoid unnecessary added extras

Dealers will often attach unnecessary and expensive extras such as upholstery protection and GAP insurance. You'll have no need for a lot of this stuff, and it makes the dealership heaps of money. GAP insurance can be handy, but we recommend looking at quotes elsewhere.

5. Consider leasing or salary sacrifice

If you don't plan to keep your car for more than the typical three or four-year finance period, you may save by leasing.

Even better, sign up for a salary-sacrifice scheme. The concept of getting to drive a brand-new car every three years or so at a somewhat reduced price compared with financing one may prove tempting.

6. Take a look at rivals

Put aside your badge snobbery, because you might be surprised what rival and/or mainstream brands can offer for a greatly reduced price. If you're looking at a Volkswagen, for example, consider the Skoda equivalent – this is usually cheaper and almost always more spacious, while sometimes even of superior quality. The likes of Hyundai and Kia now can also stand toe-to-toe with German rivals in terms of fit and finish, and often offer more equipment.

On a similar note, if you're thinking about an SUV, see if there is a closely related (and often cheaper) hatchback or saloon model that may suit.

7. Prepare to haggle

Few enjoy haggling, but sometimes rolling up your sleeves and bartering is the only way to save cash when buying a car. Understand your maximum budget, but don't reveal this to the salesperson, and be prepared to walk if they don't offer you the best deal.

It's also advisable to do your research beforehand; understand the product line and what rivals offer and at what price – saying you can get something cheaper elsewhere is a handy negotiation tactic.

Finally, remain courteous and build a positive relationship with a single salesperson, because they'll be more likely to want to offer you a deal.

AUTO EXPRESS

DRIVES

24 SUBARU FORESTER
Sixth generation of rugged SUV

26 PORSCHE 911 GT3
Better than ever after refresh

28 ALPINE A290
Hot version of new Renault 5

30 MAZDA CX-60
Small tweaks, big improvement

> **“BYD is promising a generous standard equipment list on the Atto 2, particularly when it comes to technology”**

BYD Atto 2

FIRST DRIVE Chinese brand's expansion continues, but will new compact SUV worry Skoda Elroq and Kia EV3?

Ellis Hyde

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BYD was the fastest-growing car brand in the UK last year, although that's hardly surprising when you remember the Chinese giant only started selling cars here in 2023 and initially offered only the Atto 3 family SUV. Now, however, it has a diverse line-up of five electrified models, which will expand once again when the all-new, all-electric BYD Atto 2 compact SUV lands on our shores.

The timing couldn't be better – or worse, depending on how you look at it – because a new wave of compact electric SUVs has just arrived, including the value-focused Citroen e-C3 Aircross and Vauxhall Frontera siblings, the funky MINI Aceman and the excellent Skoda Elroq and Kia EV3. Needless to say, the Atto 2 has its work cut out.

UK pricing is still being finalised, but we do know that at launch just one trim level will be available: the Atto 2 Boost. Considering that this particular variant will cost 31,990 Euros in Europe, it's likely to start from under £30,000 on our side of the Channel. That would position the BYD between the Vauxhall/Citroen and the futuristic-looking Kia.

BYD is promising a generous standard kit list, particularly when it comes to tech, because it will include a 12.8-inch rotating touchscreen, an 8.8-inch digital instrument panel, wireless Apple CarPlay and Android Auto, a wireless charging pad, a panoramic glass roof, heated front seats and steering wheel, a 360-degree camera set-up and more than a dozen driver-assistance systems.

Euro-spec cars, like the one we drove, get a 45.1kWh battery and 194 miles of range. But in the UK, the Atto 2 Boost will come with a 50.1kWh battery that we expect to provide up to 210 miles. Either way, the BYD easily beats the 186-mile range offered by the e-C3 Aircross and Frontera Electric.

The Atto 2 is also fitted as standard with a heat pump, which is uncommon for this class of EV, and BYD claims it can extend the driving range by up to around 20 per cent in the winter months.

Later this year, the Atto 2 Comfort will arrive with an even larger battery and up to 261 miles of range. Of course, it's worth noting that the Elroq offers between 250 and 360 miles of range, while the EV3 can cover up to 375 miles in the right guise.

The Atto 2 also has a maximum charging speed of just 65kW, so a 10 to 80 per cent top-up takes nearly 40 minutes. That's disappointing when the Vauxhall and Citroen can at least reach 100kW, and the Kia and Skoda offer even faster speeds.

While the Atto 2 doesn't offer lightning-fast charging, BYD does provide plenty of ways to keep you and your passengers occupied when the car is topping up. For instance, you can stream YouTube videos through the central touchscreen or use it to attend Zoom meetings. You can even buy a microphone to sing karaoke through an app.

Disappointingly, while BYD's Atto 3 and Dolphin have unique and quirky interiors that help both stand apart from their established rivals, the Atto 2 has a more conservative, rather bland interior, especially with the almost all-black colour scheme. You don't have to search very hard to find cheap-feeling plastics either, but build quality is solid and there are some squidgy materials across the dashboard.

Plus both the displays are sharp and responsive, although the small, thin font and the sheer amount of information on the driver's display can make it rather hard to read at a glance. Thankfully, the

Atto 2 will be the sixth model in BYD's UK line-up. All versions get 17-inch wheels for a comfortable ride

ESSENTIALS

BYD Atto 2 Boost

Price: Below £30,000 (est) **On sale:** July

Powertrain: 45.1kWh battery, 1x e-motor

Power/torque: 174bhp/290Nm

Transmission: Single-speed automatic, front-wheel drive

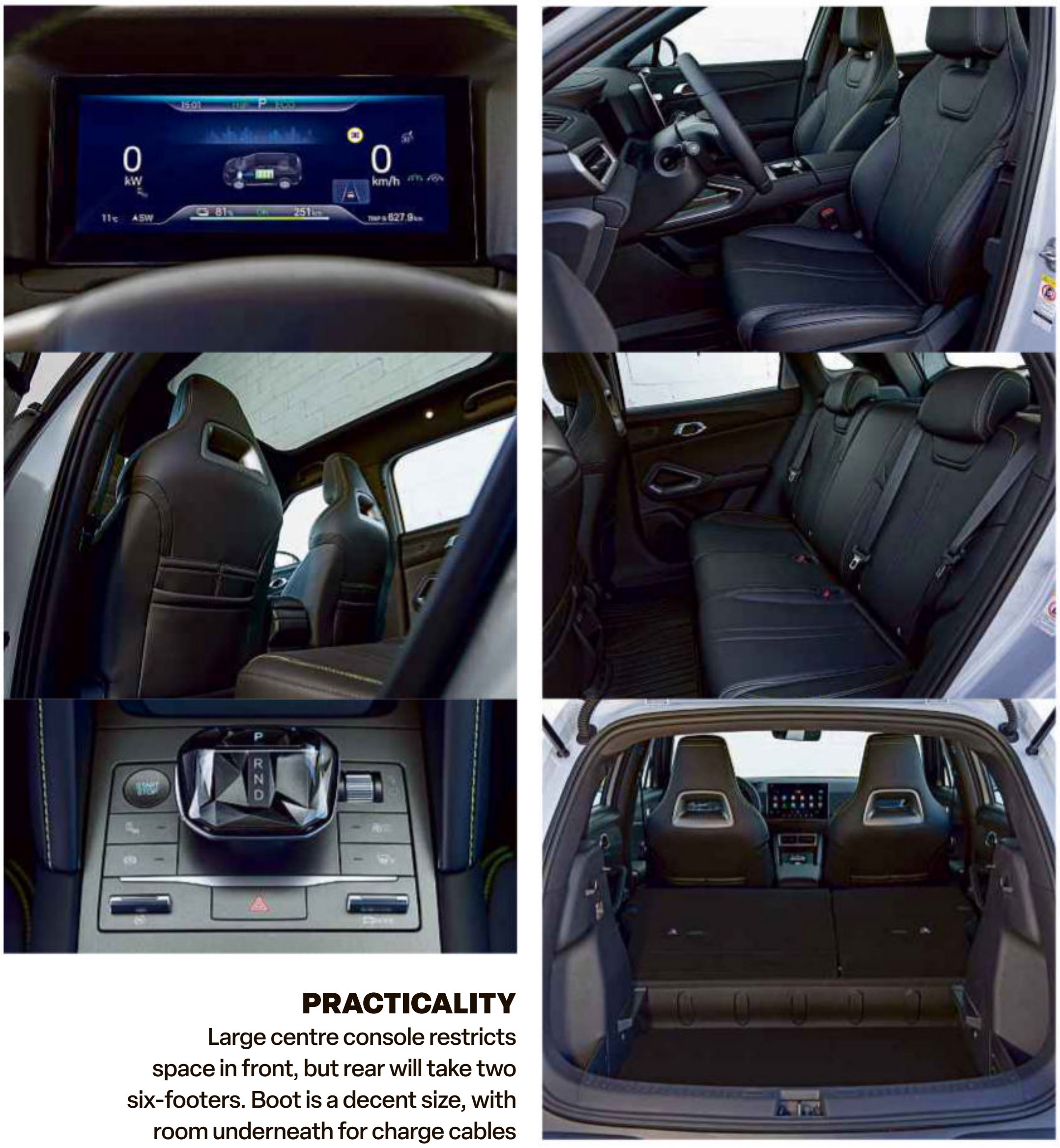
0-62/top speed: 7.9 seconds/99mph

Range: 194 miles

Max charging: 65kW (10-80% in 37min)

Size (L/W/H): 4,310/1,830/1,675mm

ON THE ROAD
All-round visibility for the driver is excellent, performance is pretty sprightly and there's little noise inside



PRACTICALITY

Large centre console restricts space in front, but rear will take two six-footers. Boot is a decent size, with room underneath for charge cables

INTERIOR

Although design is less distinctive than in other BYDs, build quality is fine, with squidgy materials on dash

touchscreen is much easier to read and use, partly due to large on-screen buttons and toggle switches.

Drivers can organise the shortcut buttons along the bottom of the display, and pick out which functions are available on the drop-down menu. But probably the most convenient new feature is the ability to adjust the cabin temperature by placing three fingers anywhere on the screen and dragging them up or down. Going left or right, meanwhile, changes the fan speed.

The Atto 2 doesn't feel that spacious up front, largely because of the relatively tall and wide centre console. But there is storage space beneath, plus a few physical buttons for key functions such as the drive mode selector and regenerative braking.

In the rear, there's enough legroom for six-foot-tall adults and space under the front seats to tuck their feet. The tall roofline also provides a generous amount of headroom, but the little SUV doesn't feel wide enough to comfortably seat three adults in the back. Kids should be more than happy, though.

And there should be no squabbling about who can charge their phone, because the BYD comes with a 15W wireless charging pad in the centre console, as well as a super-fast 60W USB-C port and an older-style USB-A port, plus two more USB sockets in the rear. However, the Atto 2's door pockets are particularly small.

Meanwhile, the 400-litre boot is bigger than a VW Golf hatchback's, so it should be sufficient for a lot of people – but again, rivals offer more space. Although there's a sizable load lip, the height-adjustable boot floor takes care of that and helps when you need to haul longer items. Cargo space expands to 1,340 litres when you fold the rear seats, plus there's room under the boot floor for the charging cables (there's no under-bonnet space).

Although the Atto 2 is "built for city life" according to BYD, we didn't get this impression while driving the car around Madrid. For starters, there's no one-pedal driving mode for the regenerative braking, which even in the 'high' setting takes a long time to bring the car to a crawl. Then, when you pull away from the traffic lights, the throttle response feels slow, and at times jerky.

The steering wasn't as light as we'd expect from a city-focused car, either, although it certainly wasn't heavy. Similarly, the Atto 2's turning circle was adequate for a compact SUV, but not as impressive as the Elroq's, considering that it's bigger.

Visibility is good at least, thanks to large side windows, a decent-sized rear windscreen and short

> **“The sheer amount of information on the driver’s display can make it hard to read”**

bonnet. Plus there’s a dedicated button to access the 360-degree camera, which could come in handy in tight car parks or side streets.

Beyond the city, however, the Atto 2 started to come good. The electric motor produces 174bhp and 290Nm of torque, and 0-62mph takes a sprightly 7.9 seconds. There’s still plenty of oomph left at high speeds, so overtaking is effortless.

At speed, the Atto 2 feels stable and the cabin is very isolating, with the only intrusions some wind noise from the side mirrors and a faint whine from the motor when accelerating. Meanwhile, the spongy ride absorbs bumps well, but we’ll have to wait to see how it fares on Britain’s more pockmarked roads.

The Atto 2 is a pleasant car to drive on twistier routes – the brakes feel natural, smoothly switching between the regenerative braking system and physical discs – which isn’t always the case with hybrids and EVs. The steering is also predictable and feels natural, and we didn’t notice too much body roll when chucking the car into corners.

The driver-monitoring system was a nuisance, however, because it seemed to reprimand us for even the briefest of glances at the map. It was also hard to deactivate, because the settings are hidden in a different menu from the other safety features.

INFOTAINMENT
Standard kit includes rotating touchscreen with Apple CarPlay and Android Auto; driver can arrange shortcuts along the bottom, plus there’s a dedicated button to access cameras

VERDICT ★★★★☆

TO say the BYD Atto 2 is a very solid effort might sound like we are damning it with faint praise, but it’s nice to drive, comes with lots of tech and features some clever touches. Practicality and interior quality are good, too, but the cabin lacks the quirkiness of other BYDs, which would help the Atto 2 stand out more. Certain rivals also offer more range, faster charging speeds or just lower prices, but on the whole, this is a decent car.

Subaru Forester

Jordan Katsianis

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FIRST DRIVE The rugged mid-sized SUV is back for a sixth time, with hybrid power, all-wheel drive and a revised cabin

IT'S a tough job to stand out from the crowd of mid-sized SUVs, but Subaru arguably created this segment and the new Forester strikes a different pose against most rivals.

This new, sixth-generation model joins the UK market with a single hybrid-assisted powertrain in three trims. These start with the Limited from £38,995 and rise to £42,995 for the Touring model; a mid-range Field model splits them, at £40,440.

Limited trim gets 18-inch wheels, LED headlights, heated and power-adjustable driver and front passenger seats, an 11.6-inch touchscreen display, 360-degree cameras and wireless charging. The Touring adds features such as a panoramic sunroof, larger wheels and heated rear seats.

The Forester's four-cylinder 'boxer' petrol engine is linked to a hybrid system and CVT transmission. Between them the new drivetrain helps improve economy and emissions, both of which are typically troublesome for this historically thirsty engine.

Subaru quotes combined economy of 34.8mpg. That isn't particularly good for the class but seems accurate in the real world. Just as with Toyota's hybrid systems – with which this powertrain shares much of its technology – Subaru's set-up is more efficient in low-speed driving, where you'll see figures climbing close to 40mpg. On the motorway, though, higher engine speeds and less assistance from the e-motor drop it back into the mid-30s.

On the road, the Forester doesn't feel fast, but it's more than able to keep up with traffic thanks to the small, but useful, amount of extra low-end torque from the e-motor. The car can feel a little strained when asking for more performance, though, something that's only exaggerated by the CVT transmission's tendency to hold revs in a slightly unnatural way. If you're used to the CVT in a hybrid Toyota, the Subaru will feel familiar. However, there are a few advantages to Subaru's combination that offer some respite from the slight frenzy of hard acceleration.

When cruising, the flat-four engine is actually remarkably refined, and slips in and out of use almost imperceptibly. There's also a level of responsiveness and clarity to the powertrain that's unusual with this type of hybrid SUV, making the Subaru one of the more rewarding examples to drive. The symmetrical all-wheel drive system is another bonus here, giving the car excellent traction in low-grip situations and keeping it calm and balanced under hard acceleration – even if the engine is often screaming in this type of scenario.

ESSENTIALS

Subaru Forester Touring

Price: £42,995
On sale: Now
Powertrain: 2.0-litre four-cylinder hybrid
Power/torque: 134bhp/182Nm
Transmission: CVT automatic, all-wheel drive
0-62mph: 12.2 seconds
Top speed: 136mph
MPG/CO2: 34.8mpg/183g/km
Size (L/W/H): 4,670/1,830/1,730mm

PRACTICALITY Boot holds 508 litres with the seats up and 1,796 litres with them folded. The rear row is light and spacious

Unlike almost all rival set-ups that run mostly in two-wheel-drive mode, only to engage the second axle when slip is detected, the Forester's symmetrical all-wheel drive system is mechanically connected at all times. This has benefits for off-road or slippery conditions, and is largely the reason why Subarus are so popular in countries with harsh winters. While that benefit is slightly less quantifiable here in the UK, it does lend a sense of assurance and grip to any drive.

Subaru interiors have traditionally been fairly simple and rugged affairs, and the same can largely be said for this new model. The difference now is that in the place of scratchy and cheap-feeling plastics are much more agreeable materials with a Toyota Land Cruiser-like sense of solidity to them.

Almost every surface is finished in a thick rubberised plastic trim, the sort you might find on the sole of an outdoor shoe. So while it's not plush or luxurious, it does feel very robust. The surprise is that there are almost no hard or scratchy plastics.

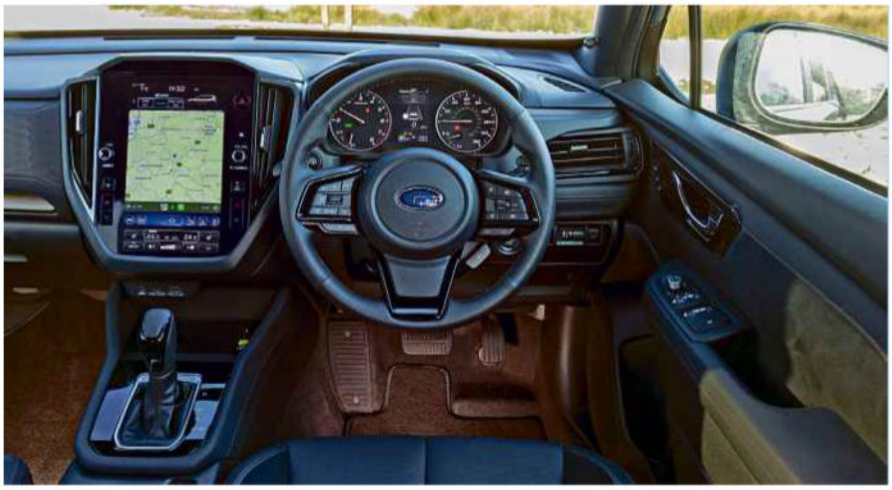
The other big change inside is the infotainment set-up. All models feature a portrait-oriented screen that controls most of the car's key functions. But it's not particularly high-resolution and lacks that expensive look of most rival systems.

Wireless smartphone projection is standard across the board, so while the embedded menu displays all look a little basic, this can easily be fixed by using Apple CarPlay or Android Auto. Permanent ventilation controls also mean you won't often need to dive into menus to change the settings. There are still some physical controls, such as an audio volume knob and temperature buttons, too.

The steering wheel-mounted controls are a little bewildering at first, but they're quickly mastered and also operate the small driver's info display screen that sits between a set of physical dials.

A Forester is traditionally nothing if not practical, and that's still very much the case with the latest model. Space inside is very impressive, with plenty of room in both rows of seats, and easily enough for three to sit abreast in the rear. Subaru has lowered the windowline by 14mm versus the old car, which only adds to the sense of space. There are two USB charge points in the back and a mostly flat floor, plus the boxy roofline means headroom is as plentiful as ever.

DRIVING
Permanent four-wheel drive gives the Forester a dependability when the tarmac gives way to mud



INTERIOR
Storage isn't as plentiful as in some rivals, with two cup-holders on the centre console and a small bin behind. But the door pockets are fine for bottles

VERDICT ★★★★☆

THE Forester's fundamentals are rather well sorted, with a relatively refined powertrain, secure handling and a comfortable ride. Those used to the plush cabins and slick digital interfaces in many rivals may be disappointed, but in their place are a pleasing ruggedness and dependability that Subaru's traded on for years, and continues to do so.

TRACK Better body control during hard braking makes the 992.2 feel more at home than ever on a circuit

James Taylor

THIS is the new – significantly revised – Porsche 911 GT3. For context: the current, 992-generation GT3 was launched in 2021, so now it's time for its mid-life update, making this the 992.2 GT3 in Porsche-speak.

What's changed? At first glance, little: there are reshaped bumpers, diffusers and other elements, but you'd need to be a real GT3 aficionado, or line the 992.2 up next to a 992.1, to tell the two apart.

In the detail, however, plenty has been done. It's telling that a great deal of the introductory presentation to the media for the new GT3 talked of how much work Porsche's GT-department engineers have put in to overcome the challenge of tighter emissions and active safety regulations, while keeping all the attributes customers demand: a high-revving engine without turbochargers; the option of either a manual or paddleshift gearbox; a car that's equally adept on track days and on the road; and as light a weight as possible.

Despite packing more equipment and safety kit than ever, the new GT3 tips the scales at 1,420kg – the same as its predecessor – if, of course, you tick a few expensive boxes for weight-saving options.

Two bodystyles are available from launch: the 'regular' 911 GT3, with its sizeable motorsport-derived wings, and the GT3 Touring, with a cleaner, wingless body. For the first time, the Touring is available with the option of rear seats.

Responding to customer demand, Porsche has engineered folding carbon-fibre buckets for this generation, making the Touring an option for petrolheads with young children. Whichever body style you go for, and whichever gearbox (six-speed manual or twin-clutch PDK automatic), the new GT3 costs the same: £157,300 before options.

Unlike the new 992.2 Carrera GTS, which now has hybrid tech with an electric motor incorporated into its gearbox, the GT3 still drives its rear wheels via a naturally aspirated 4.0-litre flat-six. Various measures to cut its exhaust particulate emissions in half mean that it develops a little bit less torque than before, but it still carries the same 503bhp peak power output and revs to the same magic 9,000rpm red line as its predecessors.

It still makes a uniquely evocative sound, too, despite the new, cleaner exhausts. We sampled the regular, winged GT3 on the track with the PDK twin-clutch transmission. Then we tried the GT3 Touring with the manual 'box on the road.

Both cars were fitted with the new, optional, folding carbon-fibre bucket seats. They hug your torso snugly and, cleverly, the headrest cushion has a quick-release so that it doesn't get in the way if you're wearing a helmet on track. Ahead of you, there's a new all-digital instrument panel, which controversially means no traditional analogue rev counter. Its digital equivalent is still in the centre, however, and it is now clearer to read at night.

One neat touch is that, in Track mode, the dial rotates to place its red line at 12 o'clock, as per a classic competition car. Another cool feature is a physical shortcut switch to bring up all of the GT3's new driver-assistance systems on the touchscreen so you can quickly toggle them on and off.

On track, the GT3 is more capable than ever, since it's learned a few suspension tricks from the

Porsc

FIRST DRIVE Mid-life refresh ha
Porsche's engineers. Have they c

TRANSMISSION Tighter emissions regulations have reduced torque output, but slightly shorter gearing means performance is as sensational as ever

> **"It's easier to use the full sweep of the engine's revs without straying into irresponsible road speeds"**

he 911 GT3

s brought new challenges for overcome them with the 992.2?

INTERIOR Driver's instruments are now all-digital, but the Chrono package's analogue stopwatch remains

more expensive, more focused 911 GT3 RS and 911 S/T models. Its front suspension geometry means the nose dips less as you brake hard, and redesigned bump stops help it to maintain control in sudden compressions. It's so stable and consistent that it feels more like a racing car than a road car on track, in fact. To make up for the slightly reduced torque versus its predecessor, Porsche has given the new GT3 eight per cent shorter gearing (in both manual and PDK cars), so it accelerates more eagerly than ever.

On the road, that can make it a little noisy at a cruise, particularly in the manual car, which could become wearing on a long journey. The shorter gearing is perfect for winding roads, however – the GT3's more natural territory. It's easier to use the full sweep of the engine's revs without straying into irresponsible road speeds, and hear it sing at higher revs.

The power steering has been redesigned, too, for a calmer response around the centre. The new system cleverly compensates for friction, temperature and wear, so that it's always consistent, and it feels calm yet responsive.

ESSENTIALS

Porsche 911 (992.2) GT3

Price: £157,300 **On sale:** Now
Powertrain: 4.0-litre six-cylinder petrol
Power/torque: 503bhp/450Nm
Transmission: Seven-speed auto, rear-wheel drive
0-62/top speed: 3.4 seconds/193mph
Fuel economy/CO2: 20.5mpg/312g/km
Size (L/W/H): 4,570/1,852/1,279mm

VERDICT ★★★★★

IT'S clear that homologating a car like this for different global markets is tougher than ever. But for now, the GT3 possesses all the qualities that made its predecessor special, building on its agility with redesigned suspension and steering, plus offering customers more options and more diversity in the range between the GT3 and GT3 Touring than before. It's even available with rear seats for the first time, which will give the kids something to remember for quite a while. In either guise, it remains one of the most thrilling driver's cars on sale.

Alpine A290

FIRST UK DRIVE French brand's hot take on the Renault 5 is more than a rebadging exercise, but has Alpine done enough?

Alex Ingram

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THIS is the A290, Alpine's second model for the modern era, and there's an awful lot for the electric hot hatch to live up to.

The French firm's first offering, the A110, is a sublime coupé which delivers a feeling of purity and driving thrills like few other cars on sale today. It's no surprise, then, that Alpine is keen to stress that this newcomer aims to recapture that DNA.

Helping Alpine's cause from the outset is that the A290 comes from great stock, because it's closely related to the new Renault 5, a brilliant car in its own right. Look beyond the head-turning design – which is even beefier than the 5's, thanks to flared arches enclosing 19-inch wheels, cross-shaped headlight signatures and many Alpine badges – and it's clear that there has been a fairly significant re-engineering of the car under the skin.

Although it shares its 52kWh battery with the 5, there's a bump in power. While the Renault is available with up to 148bhp, here there are 178bhp and 217bhp options – the latter of which we drove.

Alpine is pushing the lightweight ethos first seen on the A110, and whether you think the A290 is light or not depends on perspective. At 1,554kg, it's definitely fleet of foot for an EV, but by hot hatch standards it's in VW Golf R territory – a car that resides in a size class above, with four-wheel drive and about 50 per cent more power.

However, the numbers aren't the key thing – feel is the priority. To this end, Alpine has completely redesigned the front suspension. A new subframe enables thoroughly revised geometry and a 60mm increase in track width. The dampers include hydraulic bump stops, which has allowed Alpine to wind back the suspension stiffness while still avoiding any clumsy body control as the springs reach the end of their travel.

Move off from a standstill, and there's wonderful progression to all of the main controls. The throttle response builds naturally as you squeeze the pedal, and the steering feels light, yet much more precise, than even the 5's own responsive rack. There's a firmness to the ride, but impressive levels of sophistication to go with it.

"There's a firmness to the ride, but impressive levels of sophistication to go with it"

Things still feel great as the speed increases. That composure remains, allowing the A290 to carry serious pace along a country road. Straight-line speed is good, if not mind-blowing; 0-62mph takes 6.4 seconds. The fun lies more in maintaining momentum and exploiting a huge amount of grip.

The Alpine gets better the harder you push it. At moderate speeds, the relative lack of body roll means you can't fully appreciate what it's capable of, but lean on its chassis more and it reveals a playful chassis with a nose that's keen to dive for an apex – even more so with a mid-corner lift. The brakes are powerful, and thanks to a small rotary dial on the steering wheel, it's easy to adjust the level of motor regeneration on the fly.

We found that the throttle had slightly less desirable effects on corner exit, though. On the damp roads of our test drive, we struggled to find too much evidence of the electronic limited-slip differential that should send power to the wheel with the most grip. Get greedy with the throttle, and you can light up the front tyres, causing the front end to push wide. In a straight line, a little torque steer revealed itself, too.

As with the 5 on which the A290 is based, the cabin is fantastic. Alpine has put its own touch on the Renault layout, with a dark blue, textured leather effect on the dash, doors and seats. While another electric sporty hatch, the Abarth 500e, has an undeniable sense of occasion, it can't match the Alpine's quality of finish. The three drive selection buttons in a redesigned centre console mimic those of the A110.

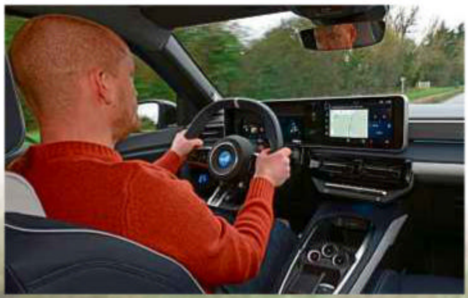
There are two main concerns that hold the A290 back from greatness. The first is its range. During

DRIVING Michelin Pilot Sport 5 tyres are a perfect match for the revised suspension

ESSENTIALS

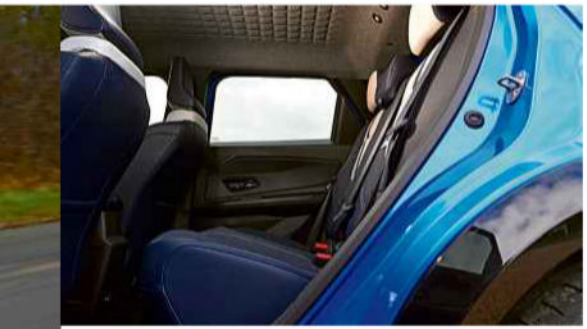
Alpine A290 GTS

Price: £37,500 **On sale:** Now
Powertrain: 52kWh battery, 1x e-motor
Power/torque: 217bhp/300Nm
Transmission: Single-speed automatic, front-wheel drive
0-62/top speed: 6.4 seconds/106mph
Range: 262 miles
Max charging: 100kW (15-80% in 30min)
Size (L/W/H): 3,990/1,820/1,520mm



Pete Gibson

INTERIOR
Drive selection buttons replace the 5's gearstalk, but there's no cup-holder in the Alpine. The blue leather-effect material ups the feeling of quality



our time behind the wheel, the Alpine was only promising around 150 miles. Yes, it was a cold day, and yes, we were also driving enthusiastically, but that figure might put off some prospective buyers.

Then there's the price. The 178bhp model kicks off from £33,500, and even the cheapest 217bhp option starts from £36,000. Anyone who gets what the A290 is about might think those figures will be worth it, but in the context of a small, sporty supermini, that's a lot of cash.

VERDICT ★★★★☆

THE A290 is a fun, engaging driver's car like few other EVs at any price. However, there's no getting past the fact that you'll need to pay for the privilege, and the real-world efficiency isn't great. But if you're looking for an engaging, exciting electric daily driver to sit alongside a proper performance car in your garage, then the A290 is hard to beat.

Mazda CX-60

FIRST DRIVE Family SUV gets much-needed suspension tweaks, new interior materials, plus a new colour and trim level

Richard Ingram
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MOST manufacturers will wait for a mid-life facelift before making substantial revisions to a car's chassis or suspension set-up. Wholesale reworkings such as these require extensive development – not to mention significant cost.

But as usual, Mazda likes to do things differently. So, in response to early comfort-related criticisms of its CX-60 SUV, launched in 2022, the firm has made some fairly major changes to the car's back end. The rear springs have been softened to improve the old model's firm ride, for example. Not wishing to compromise handling, the engineers have tightened the dampers and revised the stability and traction control systems, too.

Early CX-60s were plagued by a set-up that was too bouncy around town, but never truly compliant on the open road. The result was a car that never settled, no matter the speed or the type of road you drove it on – a car at odds with its premium-feeling interior and plush, comfortable seats. The difference for the 2025 model year is marked; the CX-60 is noticeably more pliant on all surfaces, and a much less divisive companion as a result.

No changes have been made to the powertrains, so you're still able to have your CX-60 with a high-capacity 3.3-litre six-cylinder diesel engine – a rarity in this market. BMW has just announced a similar set-up for its X3 SUV, but even if you registered your interest now, it's unlikely you'll take delivery before the end of the year.

This is a strong selling point for the Mazda, then, and arguably its finest attribute. It's available in two states of tune (197bhp or 251bhp), and it was the more powerful AWD variant we tested on UK roads. The gutsy but refined engine, 550Nm of torque and a smooth eight-speed automatic gearbox make the CX-60 a fairly effortless car to drive. The well weighted steering, good grip and decent body control all combine to give that oversized sports-car feeling which runs throughout the Mazda model range.

> **"The new Homura Plus trim adds a panoramic glass roof and the Convenience and Driver Assistance package"**

ESSENTIALS

Mazda CX-60 3.3D 254ps AWD Homura Plus

Price: £54,830 **On sale:** April
Powertrain: 3.3-litre six-cylinder diesel MHEV
Power/torque: 251bhp/550Nm
Transmission: Eight-speed auto, four-wheel drive
0-62mph: 7.4 seconds
Top speed: 136mph
Fuel economy/CO_2: 51.4mpg/142g/km
Dimensions (L/W/H): 4,745/1,890/1,680mm

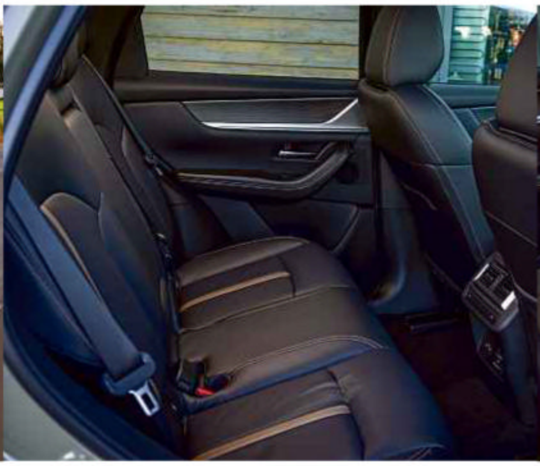
DETAILS
New Zircon Sand paint is a £650 option. The 20-inch black metallic alloy wheels are available on higher trim levels

While there's no pure-petrol model, the CX-60 does offer the option of a plug-in hybrid powertrain – combining a 2.5-litre petrol engine, high-voltage battery and an electric motor for low Benefit-in-Kind tax and an EV range of just under 40 miles. That's not hugely competitive in this part of the market, but still has the ability to significantly lower your bills if you're a company-car driver, or can plug in regularly via an off-peak energy tariff.

Elsewhere, the 2025 model-year updates include a new Zircon Sand paint option (£650), as shown on our test car here and previously offered elsewhere in Mazda's line-up, plus new, high-grade Nappa leather for the Homura trim. There are also fresh materials and inserts for the dashboard, doors, headliner and interior pillars – the result being a high-quality cabin that near

ON THE ROAD
The revised rear spring and dampers have transformed the CX-60's comfort at all speeds

PRACTICALITY Well-shaped boot takes 570 litres and the rear seats are split 40:20:40



"Gutsy but refined, the more powerful diesel engine makes the CX-60 a fairly effortless car to drive"

enough matches what the usual European competitors can offer.

This new Homura Plus trim is, in effect, a Homura-grade car with a panoramic glass roof and the Convenience and Driver Assistance package. All-in, it represents a bundle saving of around £300, throwing in gadgets such as 360-degree cameras, adaptive LED headlights and radar cruise, as well as wireless phone charging, privacy glass and a power socket for laptops and other external devices. If these items matter to you, it's worth the upgrade.

The infotainment system is the same as before, with a crisp, widescreen display sitting alongside a set of clear, fully digital instruments. The main screen is operable via touch, but only when the car is stationary – meaning you'll often need to default to the clickwheel on the centre console. While that's fine for most of the car's functions, it's frustratingly fiddly if you prefer to use the standard-fit Apple CarPlay or Android Auto; we found scrolling left to right through the various icons more distracting than simply prodding the icon you want.

But providing you don't need seven seats, there's little reason to upgrade to the larger, newer CX-80. The CX-60 is still a spacious and practical family car with a big, 570-litre boot and room in the back for adults to get comfortable – even sitting behind a tall driver or front-seat passenger. Towing won't be too much of a challenge, either; all CX-60s are rated to pull a 2,500kg trailer.

VERDICT ★★★★☆

THE Mazda CX-60 is now more comfortable, without any tangible trade-off in handling, while the smooth, big-capacity diesel engine gives the Audi Q5 rival an almost-unique selling point for those looking to regularly tow. The CX-60 was never a bad car, but there are now more reasons to recommend one.

WE ARE
M Motorsport

FAST BRANDS
NEW SERIES #1 BMW M

SIMPLY MA

For more than 50 years, BMW's M division has been

Tom Jervis

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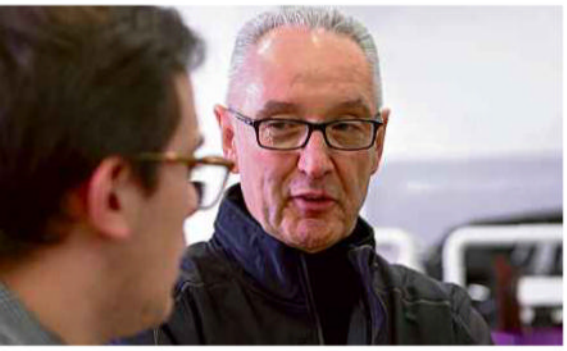
"WIN on Sunday, sell on Monday" – the fabled words and mantra of Bob Tasca Sr, a Ford dealer in the sixties and creator of the Mustang Cobra Jet drag racer. It's a philosophy that resonates with car makers to this day, but in 1972, Robert A Lutz took these American principles, learned during his time at General Motors, and applied them to his new role at BMW.

After a pivotal meeting with his fellow board members, Lutz and 34 colleagues founded the BMW Motorsport GmbH subsidiary – and unknowingly prompted the start of a cult of enthusiasts, all worshipping a single letter.

More than 50 years on, BMW M (renamed as such in 1993) is undoubtedly one of the most beloved names in the automotive industry. And during those five decades, it's been responsible for producing and powering some of the most venerated sports cars we've ever seen.

To find out exactly what transformed a small spin-off into a household name, we visited the firm's home in Munich. At the time of M's formation, BMW had long been involved in motorsport and appeared to be going from strength to strength. In 1969, the BMW 2002 TIK was the first turbocharged car to win the European Touring Car Championship (ETCC), while in the same year, a BMW engine-powered Lola helped Hubert Hanhe secure runner's-up spot in the Formula 2 European championship.

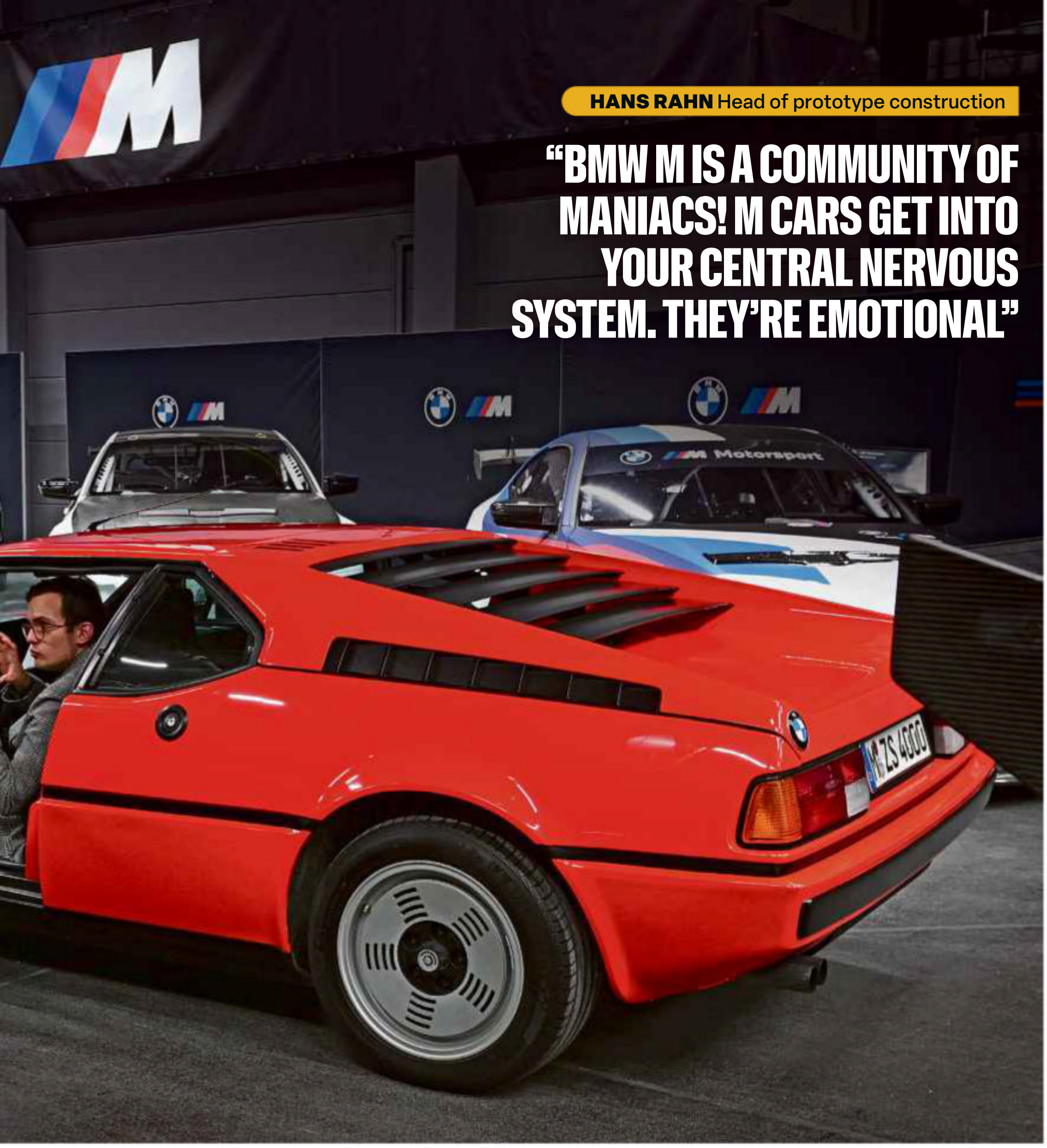
With a desire to claim victory in the ETCC again, BMW Motorsport's first task was to take the 3.0 CS, the successor to the 2000 series car, and ready it for racing. The result was the 3.0 CSL, with the 'L' standing for 'lightweight'. Weighing in



DIRK HACKER Head of engineering

> "IF THERE WAS EVER ANOTHER M HALO CAR LIKE THE M1, I'M SURE THERE WOULD BE A LOT OF INTEREST"

SLEEK
The M1 was BMW's first mass-produced mid-engined model and was sold between 1978 and 1981



HANS RAHN Head of prototype construction

> “BMW M IS A COMMUNITY OF MANIACS! M CARS GET INTO YOUR CENTRAL NERVOUS SYSTEM. THEY’RE EMOTIONAL”

GNIFICENT

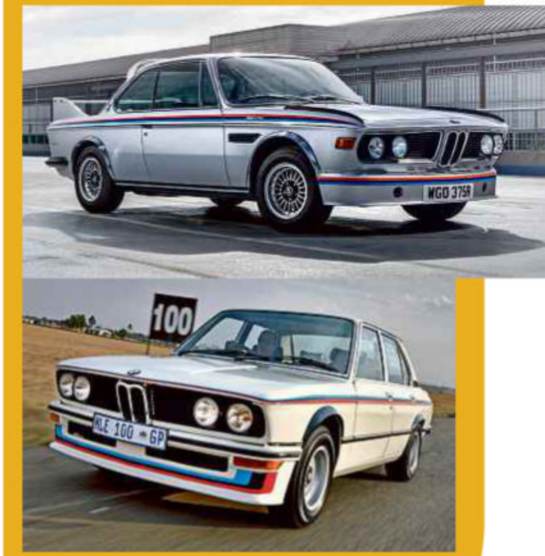
thrilling drivers. We look at its amazing past – and preview an exciting future

WHAT WAS THE FIRST M CAR?

BMW automotive and racing historian Marc Thiesbürger says three models could be considered the first M car. One is the 3.0 CSL, which was the maiden project the M team, then called BMW Motorsport GmbH, worked on.

The next is the slightly lesser-known 530 MLE, which was built to compete in South Africa’s Modified Production racing series. Based on the E12 5 Series of the seventies, the MLE was the first car to bear the ‘M’ nameplate, with only 100 examples being produced.

Finally, there’s the M1 which, if you ask Thiesbürger, is the true first M car. That’s because “unlike those that came before it, it was a serial production car” – even though only 460 were made.



PIONEERS
The 3.0 CSL ‘Batmobile’ (top) and 530 MLE were early M cars

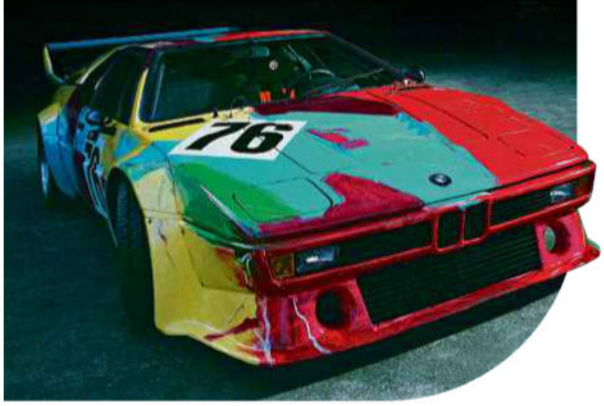
FAST BRANDS

NEW SERIES #1 BMW M

BMW'S ART AND SOUL?

THE firm's famous Art Cars and the M division are closely linked. In 1975, French racing driver Hervé Poulain expressed a desire for 'moving art' on the racetrack, so over lunch and wine, convinced painter Alexander Calder to design a bespoke livery for his 3.0 CSL.

Since then, the likes of David Hockney, Frank Stella, Roy Lichtenstein and Jeff Koons have taken part in the ongoing BMW Art Car project. Perhaps the most famous example is the M1 Group 4 racer (below) painted by Andy Warhol which is, to this day, the only car to be physically painted by the artist themself.



FACTORY FLOOR M cars are developed in the same workshop (above) as BMW's GT3 and GT4 racing models. The E30 M3-based pick-up truck (right) was a one-off project built by the division's apprentices

ON THE GRID

Frank Stella added a graph-paper paint job on a 1976 3.0 CSL to create the second BMW Art Car in a collection that now totals 20 examples

"STELLA'S IDEA WAS TO PAINT THE CAR TO APPEAR AS IF IT WAS STILL ON GRAPH PAPER IN THE DESIGN STAGE"

at 200kg less than the standard car, and with an output of 203bhp, the CSL lived up to its name with a power-to-weight ratio of one horsepower per 6.1kg, which was exceptional for the time.

The car was designed just a stone's throw away from BMW's original manufacturing plant, which was built in 1918 and is now the home of BMW Group Classic, a facility which celebrates the history of the firm. Despite the abundance of cold concrete and steel, the building exudes a warm and spiritual aura; the light peering through the original factory windows and its echoey nature make it feel like a cathedral to the blue and white propeller.

Here, we found a particularly special version of the CSL, the one-of-one Art Car painted by Frank Stella. Very much a homologation race special to start with, Stella's idea was to paint the CSL to appear as if it was still on graph paper in the design stage. The car itself, which made its debut at Le Mans in 1976, is perhaps the purest, most emblematic example of what the CSL truly was – and a blueprint for the fully fledged BMW M cars that were to come.

The first model to get the proper 'M' designation was the M1 supercar in 1978. Codenamed E26 behind the scenes, the M1 was the result of a failed collaboration between BMW and Lamborghini. With a mid-engine layout and an ultra-lightweight fibreglass body penned by legendary designer Giorgetto Giugiaro, the M1 was used in the Procar series, which saw Formula One drivers pitted against professional and private racers from other championships.

This symbiotic relationship with motorsport has continued ever since. The E30 M3, for example, was built as a homologation special and became arguably the most successful touring car of all-time. Even today, BMW's M cars are developed in the same workshop as their GT3 and GT4 racing counterparts, literally metres away from each other.

Since the M1, every M model produced has been based on an existing Series car, bar the recent XM hybrid super-SUV. As Dirk Häcker, BMW M's head of engineering, acknowledges: "If there was ever another M halo car like the M1, I'm sure there would be a lot of interest."

But what is it that makes M such an appealing brand to buyers? It certainly resonates with drivers in the UK, because BMW tells us that one in 10 of new cars ordered by British buyers are in either M Performance or full-fat M guise.

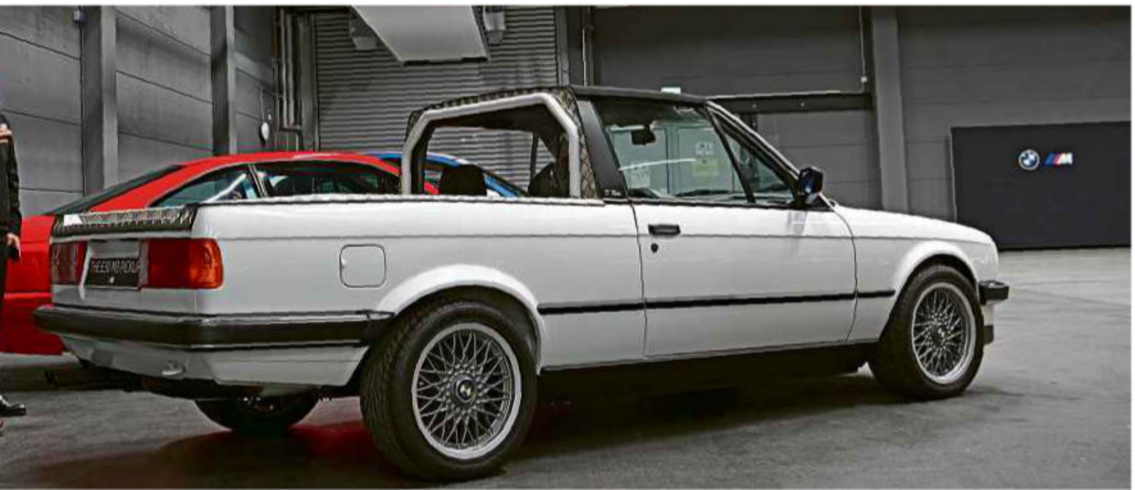
Hans Rahn, M's head of prototype construction, has a simple answer for this. According to Rahn, it's because "BMW M is a community of maniacs!". This might sound like corporate hyperbole, but Rahn's theory is quickly verified as soon as you start poking around BMW's own private car collection.

For example, one thing that immediately catches our eye is a one-off pick-up version of the E30 M3. This, explains Rahn, was the result of an experiment by apprentices at BMW M who were tasked to build a sporty transport vehicle for use within the development centre.

Then there's the M8 prototype of the Nineties, which was produced as a rebuttal to criticism that the standard 8 Series was too soft to be a driver's car. Comparable with handing a seven-year-old some crayons and telling them to go wild, the team delivered an array of improvements including swapping the standard 8's comfortable leather seats for Recaro buckets, and the glass for Lexan-style panels. Perhaps most impressive, however, was its bespoke 6.0-litre V12 which largely formed the basis of the one used in the McLaren F1. "The initial question on these projects is always: 'Will it fit?'," laughs Rahn.

But M's appeal is a lot more than just its ragtag group of mad-scientist engineers. As Rahn explains: "M cars get into your central nervous system. They're emotional."

Such a compliment is difficult to dispute for older models, thanks to their hydraulic power



FAST BRANDS

NEW SERIES #1 BMW M

"THE M8 PROTOTYPE OF THE NINETIES WAS PRODUCED AS A REBUTTAL TO CRITICISM THAT THE STANDARD 8 SERIES WAS TOO SOFT TO BE A DRIVER'S CAR"

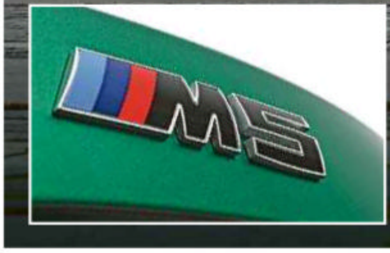
steering, low kerbweights and sonorous engines not stifled by emissions regulations. However, even in the latest BMW M5, despite it weighing a frankly paunchy two-and-a-half tonnes, the boffins at M have worked their magic to make it feel almost as agile and enjoyable to drive as its predecessors.

Yet, as we approach an age of increasingly electrified and digitised performance models, there is a fear that such emotion could be lost. Thankfully, models such as the Hyundai Ioniq 5 N and Porsche Taycan have shown that electric vehicles can still be an attractive proposition to car enthusiasts.

With M's first EV on the horizon, coming in the form of the quad-motor iM3, it is picking up the baton, with Häcker claiming "it's good to be a fast follower". He explains how "anything in a car can ignite you, be it sound, vibrations or the way a car responds to you".

Several EVs, such as the Abarth 500e, have experimented with augmented sounds, but Rahn says that "while one of the major challenges of EVs is maintaining a sense of tactility, just playing a V8 engine sound doesn't make sense".

The division's prototype construction boss continues: "Electric motors have a very specific



"DESPITE THE M5 WEIGHING 2.5 TON
TO MAKE IT FEEL ALMOST AS AGILE A

BRIGHT FUTURE
Cutting-edge tech, such as digital dials and touchscreen infotainment, is a key feature of the current BMW M5, but M is looking to the future, too, with its first electric vehicle, the iM3

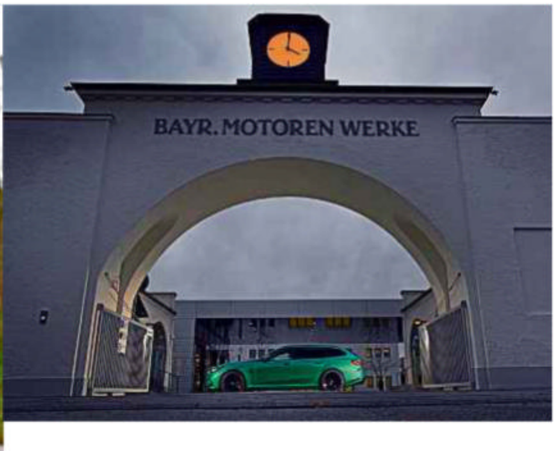
NES, THE BOFFINS AT M HAVE WORKED THEIR MAGIC
ND ENJOYABLE TO DRIVE AS ITS PREDECESSORS”

HOW M GOT ITS COLOURS

DID you know that there’s actually a story behind the familiar BMW M colours? Back in the early seventies, BMW tried to get Texaco on board as a sponsor for its racing efforts.

BMW Classic’s spokesperson Marc Thiesbürger tells us that it’s thought the red was used to try to “win over” Texaco in the agreement – but the proposed deal fell through. M decided to keep the colour red as part of its livery, changing its meaning to represent “motorsport”.

The light blue has always been a nod to BMW’s Bavarian home, and the violet “the unique combination of the two” that became a signature paintjob.



OLD AND NEW
An M3 Touring sits beneath the entrance to the BMW Group Classic museum collection

sound and we can enhance the best parts of that whilst also simulating gearshifts.”

Despite the iM3 potentially having more than 1,000bhp, Häcker reminds us how “you need good acceleration, but you don’t need to be the fastest”. He adds: “We’re focusing more on producing emotion on, say, a mountain road.”

To enable the development of both ICE and electric cars, the team at M has grown by approximately 20 per cent to around 1,000 employees in the past three years. Yet there is still a sense of intimacy about the operation; M’s development centre remains self-contained, working physically alongside not only the motorsport division, but also BMW Individual – the Munich firm’s bespoke service.

There’s no denying that M’s first foray into the realm of EVs is a crucial moment for the brand; Häcker admits to us: “There’s a certain pressure when building the first M car. We have high requirements of our own and are highly motivated to fulfil the expectations of the customer.”

Yet it’s worth noting how this switch to electric has forced M to go back to its roots by implementing the latest technology to not necessarily innovate, but instead perfect the formula for the ideal driver’s car. M has often been called the ‘most powerful letter in the world’, but only time will tell whether BMW can spread its core DNA through a bloodline of “emotional” electric performance cars.

ESSENTIALS

Ford Capri Extended Range Premium	Cupra Tavascan V1 RWD
Price: £52,175	**Price:** £47,340
Powertrain: 1x electric motor	**Powertrain:** 1x electric motor
0-62mph: 6.4 seconds	**0-62mph:** 6.8 seconds
Test efficiency: 3.3 miles/kWh	**Test efficiency:** 3.3 miles/kWh
Official range: 370 miles	**Official range:** 372 miles
Annual VED: £0	**Annual VED:** £0

Pete Gibson

TWO OF A KIND

Ford brought back the iconic Capri name for its new coupé-SUV, which shares its platform with the fresh Cupra Tavascan. Which is the top dog?

FORD CAPRI vs CUPR

They have the same DNA, yet there can only be one winner

NAMING a new car after an existing model isn't a new thing, even if it means ditching the heritage of the original vehicle. It certainly shouldn't be a surprise when Ford does it, given its past form. The Puma name was reincarnated from a Fiesta-based coupé for a Fiesta-based crossover, while if you allow us the leeway of some spelling tweaks, a US-market large barge and a forgettable Euro coupé became the Galaxy MPV and Kuga SUV.

Ford was at it as recently as last year, too, when the Explorer was revived as an electric SUV. But rarely has it caused more controversy than with the new Capri. The name, which Auto Express exclusively revealed in March 2023, caused a stir among Fast Ford fans who remembered the original blue-collar hero.

Some of the uproar was no doubt caused by the fact that it's a sign from Ford that a stylish, affordable coupé in the spirit of the original is likely off the cards for some time. Ultimately, though, it's just a name and what matters is whether the new Capri is any good or not.

Here, we've pitched it against another all-new rival. The Cupra Tavascan also plays heavily on sporty looks and distinctive design, but how do the pair compare?

CONTENDERS

Ford Capri

FEW names in Ford's back catalogue hold as much prestige as Capri, so for the company to resurrect it, there's plenty of pressure to deliver something special – especially if the car in question completely tears up the formula set by the original icon.

With that car's coupé bodystyle not likely to generate huge sales these days, Ford has aimed for a much more lucrative market, in the form of the electric SUV – albeit one that features a more rakish coupé-inspired profile.

HEAD TO HEAD

ON THE ROAD

WITH similar powertrains available in each car, there's little difference between them in a straight line. While there's also little to separate them around the corners, Ford's chassis engineers have eked out several small advantages. The Capri is as agile as the Tavascan through the turns, yet it delivers a more supple ride as well. While the Cupra's steering is precise, the Ford's loads up a little more naturally through the turns, too.

TECH HIGHLIGHTS

LIKE the new Ford Explorer, the Capri uses the Volkswagen-derived MEB platform for EVs rather than its own proprietary tech. In other words, the Capri and the Tavascan share most of their electric powertrain tech. Battery capacities, WLTP ranges, and even some switchgear are similar or identical as a result. But areas such as chassis tuning, styling and infotainment tech are unique to each brand.

PRICE AND RUNNING

WE tested these cars in cold, wintry weather, so our efficiency results for both are pretty much a worst-case scenario. In these conditions, they delivered a range of around 250-260 miles. Past experience of similarly sized MEB cars suggests that in warmer weather, both should top the 300-mile mark. This duo is capable of impressive charging speeds, which rise to as high as 185kW, depending on the model.

RA TAVASCAN

PERFORMANCE

They use the same 282bhp electric motor, but the Capri is 0.4 seconds quicker from 0-62mph, while the Tavascan has a 1mph higher top speed

Cupra Tavascan

AS with the Capri, Cupra's contender also draws its name from a place – in this case, a village nestled in the Spanish Pyrenees rather than an Italian island. But with no car connotations coming before, the Tavascan is creating its own identity as a coupé-SUV from one of the VW Group's sportiest brands.

Prices start from £47,340, which makes it more expensive than the entry point of the VW ID.4 and Skoda Enyaq, but when fitted with equivalent specs and powertrains to the Ford, the Cupra is a very close match.

PRACTICALITY

DESPITE their body shapes, the Tavascan and Capri deliver plenty of cabin space and boot capacity. But they have some irritating flaws, too. Neither has a standard rear window wiper (and unless they're driving at motorway speeds, they both need them), and while other MEB-based cars have their instrument panels adjust with the steering column, they're fixed in both cars here, so they're not always in the right position.

SAFETY

BOTH cars were assessed by Euro NCAP in 2024 and, unsurprisingly given their similarities, both scooped five-star ratings. The only difference came in the driver-assist categories, with the Cupra's 79 per cent score beating the Capri's 72 per cent. NCAP's notes state that this was due to the Cupra's more effective autonomous emergency braking system when avoiding traffic crossing junctions.

OWNERSHIP

WHETHER based on the peace of mind of the new-car warranty or feedback from previous owners, the Tavascan looks like it will be the more reassuring car to live with. Cupra finished 18th out of 32 firms in our 2024 Driver Power customer satisfaction survey – not great, yet much better than Ford's poor showing in 30th. But 23.1 per cent of Cupra owners surveyed experienced car faults, compared with 20.8 per cent for Ford.

SITTING alongside the Explorer in Ford's range, the Capri adopts a sportier, more rakish look, which in places makes the most subtle nods to its fastback namesake. The slim front grille is flanked by slightly squared-off headlights, plus there's a thin blacked-out lighting strip at the back, and both hint to the classic Capri, as does the rounded rear quarterlight ahead of the C-pillar – but some might find that the resulting profile has more than a whiff of Polestar 2 about it.

From a mechanical standpoint, Ford hasn't created a ground-up EV like the Mustang Mach-E; instead, the Capri is based on the Volkswagen Group MEB platform. This means that in some areas the Capri feels like a Ford, but in others the VW DNA can be easy to spot.

ENGINES & PERFORMANCE 4.3/5★

ONE of those easy-to-spot areas is the battery and powertrain tech, with a glance over the facts and figures confirming they're uncannily similar to those of the Volkswagen ID.4, Skoda Enyaq and Cupra Tavascan. The single-motor Standard Range is the entry point and offers up 168bhp and 310Nm, with its 52kWh battery enough for a WLTP range of 243 miles.

There's then a big step up – in terms of power, distance between charges and price – to the Extended Range model. This Capri has an impressive 390-mile range, thanks to its 77kWh battery, plus a 282bhp single rear-mounted motor that produces a 0-62mph time of 6.4 seconds. The Extended Range costs £6,000 more than the Standard Range model.

It's possible to go even quicker with the AWD Extended Range. This makes the most of a twin-motor set-up that produces 335bhp and 540Nm to allow for a 0-62mph time of just 5.3 seconds. The AWD model gets a larger 79kWh battery, but it isn't as efficient as the single-motor model, so despite the extra 2kWh of capacity, the range drops to 346 miles.

DRIVING 4.3/5★

IT feels like Ford has pulled a fast one on the VW Group here, because for all the MEB SUVs that the German giant currently offers, the Capri delivers a better compromise between ride and handling balance than any of them.

AROUND TOWN Our test car had optional 21-inch alloy wheels, which are the biggest available for the Capri. Despite this large diameter, plus the skinny tyres, the Ford's ride didn't feel harsh. While it had a firmness to it overall – more so than you'd find from the Skoda Enyaq or VW ID.4, for example – the well judged damping prevented much in the way of crashiness or jostling inside the cabin.

Elsewhere, the controls are all neatly weighted and precise. While the transition between motor regeneration and mechanical braking is fairly slick, it's a shame that the choices of deceleration are limited when you lift the accelerator. Select Sport mode and you get a moderate level of retardation, but otherwise the choice is between almost complete freewheeling and heavy regen (plus an irritating adaptive mode, which we turned off, although only after plenty of burrowing through the infotainment sub-menus).

In this area, we much prefer the systems you'll find on the likes of the Hyundai Ioniq 5, whose steering wheel-mounted paddles allow the driver to much more precisely tailor the level of regeneration to their tastes.

A & B-ROADS That braking gripe aside, the Capri drives very smartly for a car in this class. There are rivals that feel a touch more agile – the Renault Scenic is one example – and others, such as the Skoda Enyaq, which ride a little more softly. Yet few, if any, strike such a sweet balance between the two as the Ford. That quality of damping translates into great body control along an undulating road.

Body roll is well judged and the suspension is firm enough to contain a fairly significant kerbweight (nearly 2.2 tonnes in the top-spec car), yet offers enough movement to show how the Capri is behaving as the tyres load up. The throttle is responsive but still linear, although if you're a little too aggressive with the accelerator in cold, damp conditions, the front tyres will give up traction before the rears.

MOTORWAY Tyre roar is the most noticeable sound that you can hear at speed, but overall the Capri is still a hushed environment for a motorway cruise. That firmer-than-average suspension set-up translates into great high-speed stability, too.

MPG & RUNNING COSTS 4.3/5★

DURING our time behind the wheel of the AWD model, the Capri averaged 3.3 miles per kilowatt hour. That's something of a pessimistic view of what it can achieve, though, because the weather was cold and damp, which clearly had an effect.

We're keen to revisit the car in the summer, when we'd expect the Capri to achieve closer to 4.0mi/kWh in warm weather, including lots of motorway miles. It's a shame that a heat pump is only offered as an option; given the car's price, we feel it should be standard.

EV RANGE/ BATTERY/CHARGING That warm-weather figure translates into a real-world range of 316 miles (against the claimed 346 miles), while our winter mileage worked out at 261 miles. Charging is at its best in the AWD model, where it reaches 185kW. With

Ford
CAPR
EF74 AVX

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While it's not a longed-for remak

Ford
CAPRI
EF74 AVX

MODEL TESTED:
Ford Capri Ext. Range Premium

PROS

- Great to drive
- Strong performance
- Smart, roomy cabin

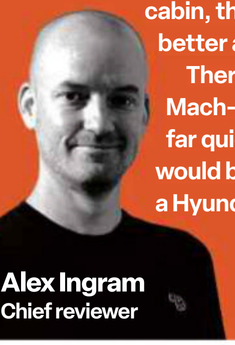
CONS

- Limited brake regen modes
- Heat pump optional
- Pricier than the Ford Explorer

TESTER'S NOTES

WITH the release of the Capri and Explorer, I really wonder what place is left in Ford's range for the Mustang Mach-E. The pair have the Mach-E beaten in plenty of areas; they're more efficient, more comfortable, and while the Mustang's cabin is let down by a cheap-looking steering wheel and sparse cabin, the newcomers feel much better appointed.

There is the range-topping Mach-E GT, of course, which is far quicker, but fast EV fans would be far better served by a Hyundai Ioniq 5 N anyway.



Alex Ingram
Chief reviewer

APRI

e of the original, how does today's Capri rate?

TECHNOLOGY
Capri has digital dials (right) plus switches for frequently used functions (below). Metal spoke on the steering wheel (below, right) is a nice retro touch

> **"FEW, IF ANY, RIVALS STRIKE SUCH A SWEET BALANCE BETWEEN AGILITY AND A SOFT RIDE AS THE FORD**

some battery preconditioning, the Capri will hit those speeds on a charger that can keep up, which meant that we found the claimed 26 minutes for a 10-80 per cent top up was entirely achievable. Charging in the 52kWh car maxes out at 145kW. Curiously, middling 77kWh models charge the slowest, at 135kW.

TAX As it stands, the Capri will not face any further VED charges after the first year. But from April 2025, this will increase, with all zero-emission vehicles being charged £180. But cars such as the Capri, which cost more than £40,000, will face an extra surcharge that takes the total figure up to £590.

INSURANCE Insurance groups for the Capri range from 20 for the entry-level 52kWh car up to group 33 for the AWD Extended Range.

DEPRECIATION Depending on trim level, the Capri is predicted to hold onto between 50-53 per cent of its original value after three years or 36,000 miles. That's better than the Skoda Enyaq Coupé (40-42 per cent), the VW ID.5 (43-46 per cent) and much better than the Ford Mustang Mach-E (36-40 per cent).

But it's worth noting that the less expensive and more practical Ford Explorer is predicted to hold onto between 50-55 per cent. Those numbers are largely similar to the Renault Scenic E-Tech and the Tesla Model Y.

INTERIOR & TECHNOLOGY 4.1/5★

A MODERN design and a well finished cabin make the Capri a nicer place to sit than many of the VW Group alternatives, although some of our complaints about the various MEB-based cars have been carried over here.

DESIGN The cabin is neatly laid out without being flashy or irritating to use. It is modern and crisp, and makes the Mustang Mach-E feel a bit cheap. Some of the Capri's shortcomings inside betray its VW Group origins. The most irritating is on the driver's door, where there are just two electric-window switches; if you want to lower the rear windows, you need to press a touch-sensitive button labelled 'Rear', which then changes the function of the physical buttons. Why four buttons weren't used instead still baffles us.

QUALITY There was a time when Volkswagen could rightly claim to have the best-finished cabins in their class. It was slightly awkward, then, that the Skoda Enyaq appeared and felt much better finished than the equivalent ID.4.

Now, Ford has added to that awkwardness, because the Capri feels like a nicer place to sit than the VW, too. But while the finish is impressive, it's still not quite on the level of the fanciest cabin in the segment, which belongs to the Peugeot E-3008.

TECH AND INFOTAINMENT Our test car had the upgraded 10-speaker B&O sound system. We've found that at the more affordable end of the market, Ford's B&O set-ups are among the clearest and punchiest around, and true to form the Capri's audio is a cut above most of the alternatives at this price level.

Ford's renowned QuickClear windscreen isn't available on the Capri, which is no doubt another side effect of its MEB platform.

PRACTICALITY 4.0/5★

THE Capri's cabin and boot space are impressive, but it's hard not to look beyond the even more practical Explorer.

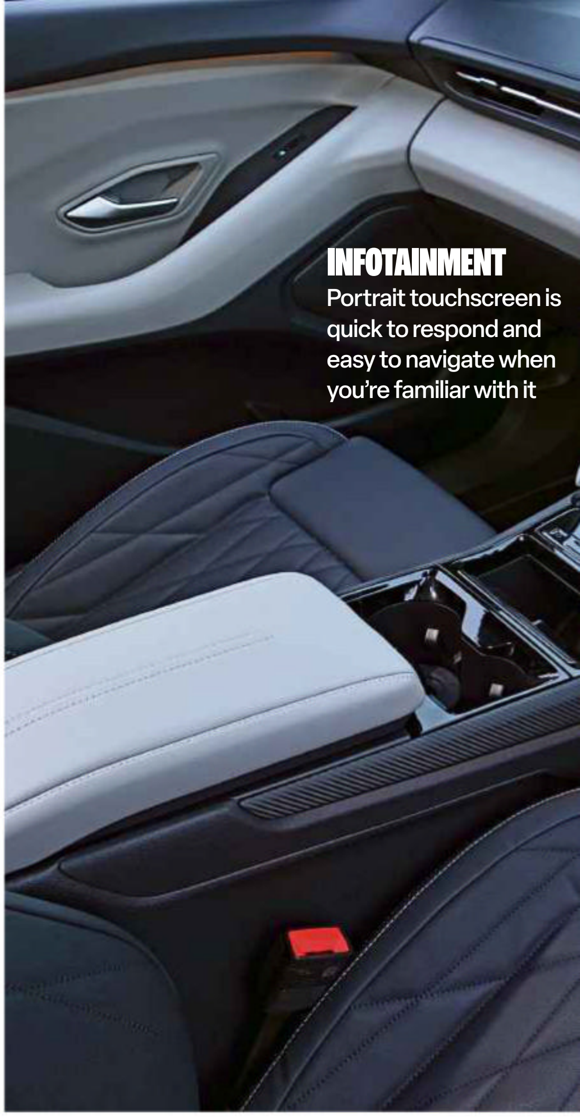
FRONT SPACE The driving position is fairly lofty and the seat and the steering wheel have plenty of adjustment, although some testers found that the front seats are a little heavy on lower lumbar support. The Capri's slightly squared-off steering wheel means that there's a large opening to view the digital dials. But unlike in the VW ID.5, where the display adjusts with the steering column, here it is fixed. Visibility is adequate, but that subtlest of references to the original Capri, the rear side window, actually compromises visibility.

REAR SPACE While the Capri offers roughly 60mm less headroom than the more upright Explorer, overall headroom is still impressive despite that swoopy roofline. There's also loads of space to stretch out. The Capri beats the Mach-E for headroom, but the Mustang has better knee room. A flat floor means that legroom in the Capri is still generous, but the centre seat feels a little bit perched. Big door pockets mean that there's more than enough storage space in the back, too.

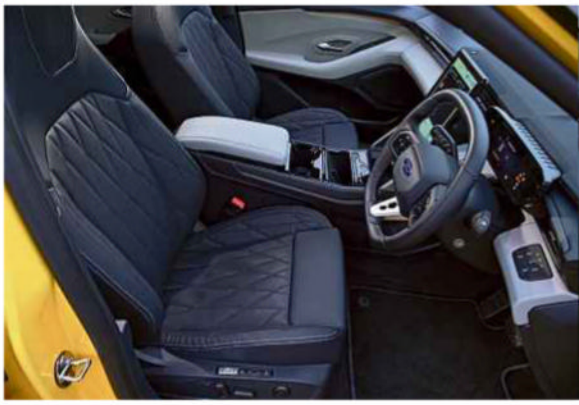
BOOT SPACE Despite that notchback shape to the boot lid, the Capri has a 572-litre boot. Premium models feature a powered tailgate as standard. Behind the wheelarch intrusions are a pair of deep cubbies, one of which has a removable bin, while the two-piece false floor allows the rear area to be divided up. The seats don't quite fold flat but leave a near-level load area, which grows to 1,505 litres in two-seat mode. It's a shame that there is no front boot.

RELIABILITY & SAFETY 3.8/5★

THE Capri was awarded a five-star rating when it was tested by Euro NCAP in 2024, with features including Pre-Collision Assist, Autonomous Emergency Braking and Adaptive Cruise Control available. An optional Driver Assistance Pack uses ultrasonic



INFOTAINMENT
Portrait touchscreen is quick to respond and easy to navigate when you're familiar with it



INTERIOR
Cabin is well finished and has a modern design. Space up front is decent

REAR SEATS
Despite the swoopy coupé-SUV roofline, there's plenty of headroom in the back, while plentiful legroom lets passengers stretch out

TESTER'S NOTES

ONE of the Capri's most distinctive interior features also hides a useful Easter egg. The angle of that huge 14.6-inch touchscreen can be adjusted by up to 30 degrees into a near vertical position. Not only is this a sound idea to avoid any potential glare while driving, but by sliding the screen upwards, it reveals a useful extra hidden cubby area behind the display. That's handy, because the glovebox is small. Fortunately, there's also a huge central storage bin, which includes modular cup-holders that can be completely removed.

Alex Ingram
Chief reviewer

FEATURES
Lofty driver's seat and steering wheel (above, left) offer lots of adjustment, while the Capri's boot (above) is 32 litres larger than the Tavascan's with the rear seats up, but 45 litres smaller with the back seats folded down

> **"THE CABIN IS MODERN AND CRISP, AND MAKES THE MUSTANG MACH-E FEEL A BIT CHEAP"**

sensors, radars and cameras to allow limited hands-off driving on motorways.

Ford finished 30th out of 32 brands in our 2024 Driver Power owner survey – only MG and Fiat were rated lower. Surprisingly, ride and handling was one area where Ford didn't fare well, but given our experience with the Capri, that won't be an issue here.

WARRANTY 3.9/5★

A THREE-year warranty isn't as generous as those that offered by Cupra, Hyundai or Kia, but the battery is covered for eight years or 100,000 miles – similar to the Capri's rivals.

SERVICING 4.5/5★

FORD is offering five years' free servicing and breakdown cover to Capri buyers, which will really help to keep the running costs down. ▶

COMPARED with other brands in the Volkswagen Group, Cupra has turned up pretty late to the all-electric SUV party. While VW, Skoda and Audi have offered a car in this class for some time, SEAT's sporty offshoot has had to make do with just the Born hatchback until now, with the arrival of the Tavascan. Among its rivals is Ford, an external brand that bought in the VW Group's MEB architecture to create a pair of EVs of its own, the Explorer and Capri.

Still, given the patchy reception to some of those earlier MEB cars when they arrived, it has provided Cupra with time to learn from previous shortcomings and create a more rounded package – at least in some areas.

ENGINES & PERFORMANCE 4.2/5★

THE Tavascan's powertrains are impressive, but the choice is more limited than in some other alternatives in this segment. With no entry-level model offered in the vein of the 168bhp option available to the Ford Capri, the Cupra's base price is high.

Instead, the range kicks off with a single-motor model which sends a healthy 282bhp to the rear wheels. This version has more than enough performance – more than most buyers will need, in fact – 0-62mph takes 6.8 seconds – so few will require the 335bhp option.

Those who do will get some serious straight-live shove, with the instant torque – all 545Nm of it – deployed to the road via all four wheels to deliver a 0-62mph time of 5.5 seconds.

That's only a few tenths shy of Cupra's fastest petrol-powered performance cars, but with no gearbox to contend with, it feels even quicker in many driving situations. Yet the top-spec versions of the Tavascan cost more than £60,000 – a huge sum for a family SUV.

DRIVING 4.1/5★

KEEN handing and a smooth powertrain impress, but in some situations the ride is a little too sporty, and the calibration of the brakes needs some work.

AROUND TOWN There's a firmness to the damping in the Tavascan, which certainly sets its stall out as one of the more sporting options in this segment. The damping is better than on some contenders, though, and it doesn't have the slightly brittle feeling you get from a Kia EV6. This is because the Cupra's springs and dampers are better at taking the edge off the harshest bumps.

We have two caveats here, however: our time behind the wheel in the UK has been in a car on 19-inch wheels, the smallest available, and we're yet to try the Tavascan on the adaptive dampers. Larger wheels can make the ride more fidgety, while our experience with the adaptive dampers on the smaller Cupra Born resulted in the most composed car in its range.

A & B-ROADS Much like the Born, one of the Tavascan's main weaknesses is the feedback through the brake pedal. Initially, this gives quite a firm, positive response, but press harder and there seems to be a centimetre or two of travel where everything feels a bit soft and very little extra deceleration happens. A firmer shove brings back some more bite as the mechanical brakes chip in, but the transition between the motor regeneration and the interaction between discs and calipers is a little clumsy and not very reassuring.

It's a shame, because elsewhere the Cupra feels decent to drive. The steering is light and precise, and the rear-wheel-drive model is sweetly balanced, capable of pushing the car gently though a turn as power is applied. You can never truly get away from the car's weight, but there is fun to be found on the right road.

MOTORWAY It's on the motorway where we'd wish for just a slightly more compliant suspension set-up. Here, there is still some fidgeting, giving the impression that the Tavascan never truly settles down.

That aside, the spacious cabin helps the motorway miles to slip by with little effort. There's more than enough power to make accelerating along slip roads and inclines, and overtaking manoeuvres feel effortless. It was very rare that we felt the need to explore the full travel of the throttle pedal.

MPG & RUNNING COSTS 4.1/5★

CHARGING at home is always the most cost-effective way to top up an EV, and Cupra has teamed up with OVO Energy to make things even cheaper. Sign up for the Ovo Energy plan and Tavascan drivers will be offered 10,000 miles-worth of free charging.

Even when that runs out, it will be possible to top up at 7p per kWh; based on our 3.3mi/kWh efficiency, that means 10,000 miles of driving would cost £212. Factor in warmer summer months when efficiency improves, and that cost should fall even lower. A petrol car averaging 40mpg and fuelled at £1.40 a litre would cost £1,591 over the same distance. But all this doesn't compensate enough for the fact that the Tavascan is very pricey to buy.

EV RANGE/ BATTERY/CHARGING Our 3.3mi/kWh figure for the Tavascan came in cold weather and with a mix of urban, A/B-road and motorway miles. If you do more low-speed and suburban driving, that figure will improve, and summer months will see the efficiency increase significantly, too, to the

CUPRA

Stylish SUV joins its Born sibling t

MODEL TESTED:
Cupra Tavascan V1 RWD

PROS	CONS
Strong performance	Brake pedal feel
Distinctive cabin design	Rear visibility
Rear seat space	Expensive

TESTER'S NOTES

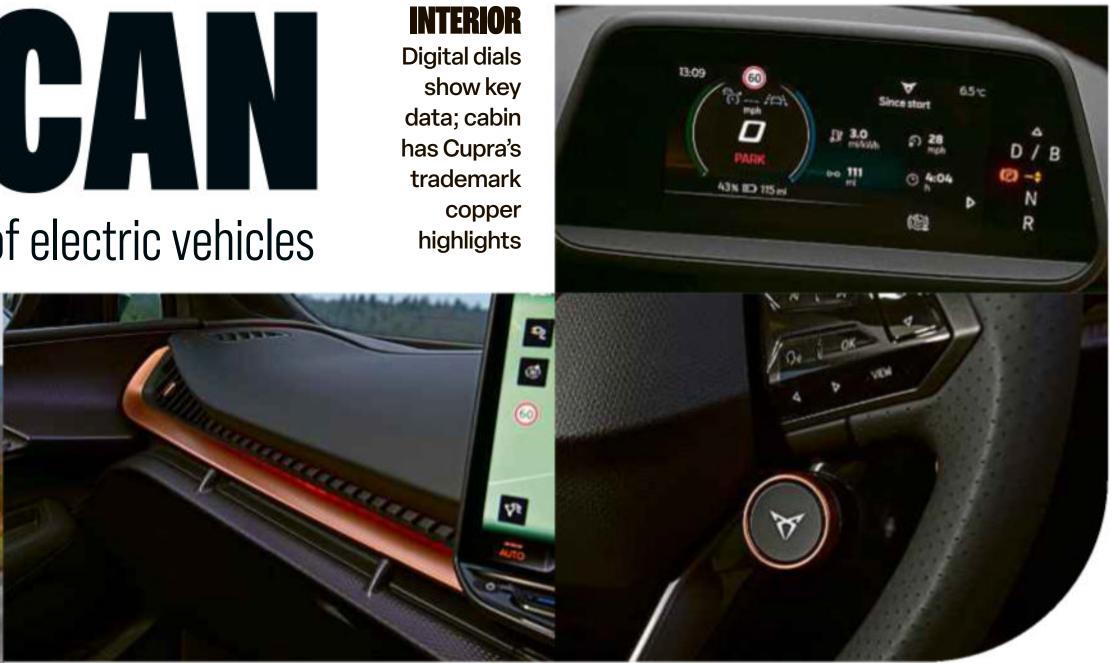
THE Tavascan has a pretty unique flaw when it comes to forward visibility. Slim vents at the leading edge of the bonnet are designed to improve aerodynamic efficiency, but they have the side effect of funnelling road grime and water directly onto the windscreen in poor weather. Expect to get through plenty of washer fluid in the winter.

And, just like the rest of the VW Group MEB cars I've tried, the front wipers don't do a great job of clearing the screen properly at the best of times. They always leave smudges towards the base of the glass.

Alex Ingram
Chief reviewer

TAVASCAN

o boost Spanish brand's line-up of electric vehicles



INTERIOR
Digital dials show key data; cabin has Cupra's trademark copper highlights

> "KEEN HANDING AND A SMOOTH POWERTRAIN IMPRESS, BUT IN SOME SITUATIONS THE RIDE IS A LITTLE TOO SPORTY"

point that a 300-mile real-world range should be entirely achievable. Charging speeds peak at 135kW on each model, which isn't as fast as some MEB-equipped cars, but still enables a 10-80 per cent top-up in 28 minutes.

TAX The Tavascan's two per cent Benefit-in-Kind (BiK) banding makes it a cheap option for company car drivers. But costs will soon climb, because from the 2025/26 financial year that figure will increase to three per cent, and four per cent the year after that, although this rate applies to all zero-emission vehicles.

INSURANCE Insurance groups are higher for the Tavascan than for rivals such as the Capri, with the Cupra ranging from groups 34 to 39.

DEPRECIATION With three-year residual values estimated to vary between 46-49 per cent according to the trim level, the Tavascan is about average for the class. Rivals including the Ford Capri and Renault Scenic hold their value slightly better, but the Cupra's depreciation figures are lower than the majority of other VW Group electric vehicles.

INTERIOR & TECHNOLOGY 4.2/5★

A STRIKING design ensures the cabin is one of the most desirable in its class, while vastly improved infotainment tech makes the Tavascan far easier to recommend than Cupra models from even a couple of years ago.

DESIGN When the Tavascan concept was first revealed to the public, its cabin matched the exterior for drama. The sweeping dashboard connected to the centre console through a floating Y-shaped central spine that looked like it had been beamed back from the future.

And the best news is that those concept looks have made it to the production car largely unchanged. Yes, the steering wheel isn't trimmed in carbon fibre and shiny plastic, the digital instrument panel is a touch smaller and the impractical white upholstery has been swapped for a more subdued shade, but it remains incredibly arresting inside.

QUALITY It's hard to knock the fit and finish, too. The colours and materials look and feel classy, what limited physical switchgear there is feels fairly solid, and even where plastics are used, they don't detract from the overall experience. Sustainable materials have been used in the upholstery, with textiles created from up to 90 per cent recycled polyester, while 50 per cent of microfibre materials come from recycled sources.

TECH AND INFOTAINMENT Ahead of the driver sits a digital driver's display that will be very familiar to anyone who has driven a Cupra Born, or indeed any of the other MEB-based products across the VW Group. It's a little on the small size, but displays only useful information; a button on the steering wheel can bring up more detailed trip and driver-assistance information.

PRACTICALITY 3.9/5★

THE overall wheelbase of the Tavascan is identical to that of its hatch sibling, the Born, but its taller roof and larger rear overhang make it the more spacious car overall.

FRONT SPACE Cupra has struck a great compromise with the Tavascan's driving position, making it feel sporty and snug while still delivering the lofty feeling that SUV drivers find so appealing. The seat and steering wheel offer plenty of adjustment and comfort, and are great overall. Rear visibility is a little compromised by that rakish roofline and small rear window, though. It's worse in wet weather, because there is no rear wiper.

While the Tavascan still uses the fiddly touch-sensitive sliders that we've complained about in various Volkswagen ID products in the past, at least here they are backlit, so they can be used at night – a baffling oversight in some other early MEB-based cars.

A small shelf sits below the floating section of the dashboard, and a pair of cup-holders are located just ahead of a deep closed cubby beneath the centre armrest. Due to the position of the fusebox on the left side of the dashboard, the glovebox is very small, though.

REAR SPACE Space in the back seats is very similar to what you'll find in other coupé-SUV alternatives, such as the Capri. The Tavascan has near-identical rear headroom and ever so slightly less knee room than the Ford, but the flatter rear bench makes it a little more comfortable when three people are sitting in the back – especially in this model, which did not feature a rear centre armrest or through-loading hatch.

BOOT SPACE At 540 litres, the Tavascan's boot is a little behind the class best, but still very large. The area is a smidge under one metre square, and the rear seats fold down to leave an almost flat load space – at least they do if you go for a model with a false boot floor, unlike the car in our pictures.

RELIABILITY & SAFETY 3.7/5★

CUPRA had a mixed bag of results on the way to a below-average 18th place out of 32 manufacturers in our 2024 Driver Power survey. Owners loved their cars' powertrains and interiors, but rated the infotainment

TECH
Digital dials are a little on the small side but show vital statistics; 15-inch touchscreen is fairly easy to use

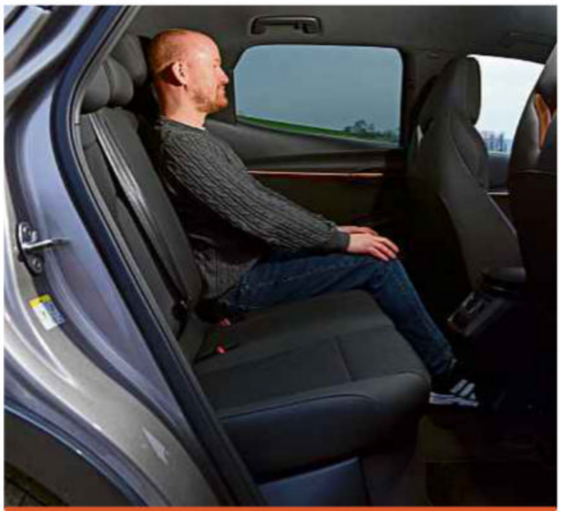
CUPRA
KY74 JYC

CABIN

Classy interior follows the design of Tavascan concept. It looks classy and the materials used and fit and finish are good

REAR SEATS

Space in the back of the Tavascan is on par with coupé-SUV rivals. Headroom is 1mm less than the Capri and knee room is only marginally shorter



TESTER'S NOTES

BACK in 2019, I was invited to a preview of the Tavascan concept. It was stunning, and its designer, Alejandro Mesonero-Romanos (now at Alfa Romeo), told me that if the real car didn't look just like the concept, then "I haven't done my job properly".

To me, it hasn't quite hit the mark. Features such as the sleek frameless windows were never likely to make production, but the concept's dramatically short rear overhang has been extended for the road car, which along with a raised bonnet means its profile looks less purposeful.

Alex Ingram
Chief reviewer

Parking Assistants
Smart Assistants
Driver alerts
ECO
CLIMA
24.0°C

INTERIOR

Driving seat (above, left) blends sporty feel with the lofty position SUV buyers love; infotainment screen (above, centre) sits high on the dash; 540-litre boot (above) isn't the biggest in the class, but should be fine for most families

> **"A STRIKING DESIGN MAKES THE TAVASCAN'S CABIN ONE OF THE MOST DESIRABLE IN THE ELECTRIC SUV CLASS"**

technology and safety systems right at the bottom of the rankings in the annual poll.

WARRANTY 4.3/5★

GIVEN Cupra's slightly disappointing showing in the 2024 Driver Power survey, its saving grace is that the Tavascan comes with a five-year, 90,000-mile warranty.

SERVICING 4.4/5★

CUPRA offers a selection of service plans for its models, with the EV range cheaper than petrol or diesel range-mates. A plan is available for just a single service after two years, which costs from £99. A four-year package, which includes an air-conditioning check-up, two MoTs and a discount on Cupra merchandise, is offered for £529. Both of these can be paid monthly to break down the costs.

PRICES AND SPECS

	FORD CAPRI	CUPRA TAVASCAN
Our choice	Capri Ext. Range Premium	Cupra Tavascan V1 RWD
Price from/price of our choice	£52,175/£56,175	£47,340/£47,340

POWERTRAIN AND PERFORMANCE

	FORD CAPRI	CUPRA TAVASCAN
Powertrain	1x electric motor	1x electric motor
Power	282bhp	282bhp
Torque	545Nm	545Nm
Transmission	Single-speed/rwd	Single-speed/rwd
0-62mph/top speed	6.4 secs/111mph	6.8 secs/112mph
Battery capacity/usable	77/77kWh	77/77kWh
Official range	370 miles	372 miles
Test efficiency/range	3.3mi/kWh/269 miles	3.3mi/kWh/261 miles
Charging	135kW (10-80% in 28 mins)	135kW (10-80% in 28 mins)

DIMENSIONS

	FORD CAPRI	CUPRA TAVASCAN
Length/wheelbase	4,734/2,767mm	4,644/2,766mm
Width/height	1,872/1,626mm	1,861/1,597mm
Rear kneeroom	640-881mm	627-872mm
Rear headroom/elbow room	922/1,493mm	923/1,483mm
Boot space (seats up/down)	572/1,505 litres	540/1,550 litres
Boot length/width	805/1,048mm	993/995mm
Boot lip height	750mm	723mm
Kerbweight/towing weight	2,114/1,200kg	2,178/1,400kg
Turning circle	10.8 metres	10.2 metres

COSTS/OWNERSHIP

	FORD CAPRI	CUPRA TAVASCAN
Residual value (after 3yrs/36,000)	£28,127/50.07%	£23,277/49.17%
Depreciation	£24,048	£24,063
Insurance group/quote/VED	30/£767/£0	34/£920/£0
Three-year service cost	£0	£99 (2 years)
Annual tax liability std/higher rate	£192/£384	£190/£379
Annual fuel cost (10k miles)	£742	£742
Basic warranty/recovery	3 yrs (60k miles)/5 yrs	5 yrs (90,000)/2 yrs
Driver Power manufacturer position	30th	18th
NCAP Adult/child/ped./assist/stars	89/86/80/72/5 ★ (2024)	89/86/80/79/5 ★ (2024)

EQUIPMENT

	FORD CAPRI	CUPRA TAVASCAN
Metallic paint/wheel size	£800/20 inches	£695/19 inches
Parking sensors/camera	F&r/yes	F&r/yes
Spare wheel/Isofix points	Repair kit/2	Repair kit/3
Keyless entry & go/powered tailgate	Yes/yes	Yes/no
Leather/heated seats	Artificial/F&r	No/yes
Screen size/digital dashboard	14.6 inches/yes	15 inches/yes
Climate control/panoramic sunroof	Yes/yes	Yes/£995
USBs/wireless charging	Four/yes	Four/yes
Wireless CarPlay/Android Auto	Yes/yes	Yes/yes
Blind spot warning/head-up display	Yes/yes	Yes/no
Adaptive cruise/steering assist	Yes/yes	Yes/no

WHAT WE WOULD CHOOSE

FORD CAPRI While we rarely recommend larger wheels, given that the optional 21-inch rims look great without unduly harming ride comfort, we'd consider them. A heat pump should be standard, but costs more than £1,000 as an extra.

CUPRA TAVASCAN As with the Capri, it's disappointing that the Cupra doesn't get a heat pump as standard. It's part of the £1,300-plus Winter pack, which also reveals that heated seats are not standard on every trim level.

INFOTAINMENT

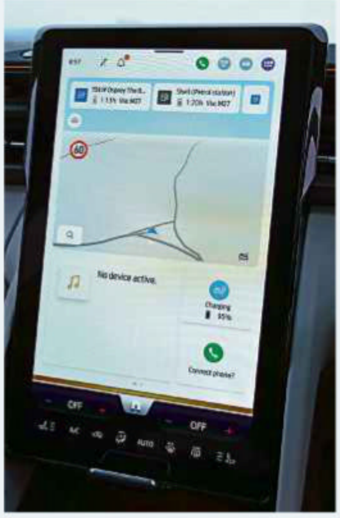
Ford Capri 4.3/5★

FORD SYNC MOVE
KEY FEATURE: ADJUSTABLE PORTRAIT DISPLAY

FORD infotainment systems have come on leaps and bounds in recent years, although in some areas, such as loading times, they still can't quite live with the best around. The latest SYNC system in the Capri is among the manufacturer's better attempts.

The large 14.6-inch portrait-orientated touchscreen means that all of the important features can occupy the display at the same time, so switching between modes is easy.

Some functions, such as disabling the Capri's various driver-assist systems and changing driving modes are more fiddly than they should be, though.



Cupra Tavascan 4.3/5★

CUPRA CONNECT
KEY FEATURE: 10-YEAR APP SUBSCRIPTION

THE huge 15-inch touchscreen sits slightly awkwardly on top of the dash, but the system is fairly easy to use. Many of the foibles that affected early Borns have been ironed out, and the Tavascan's system is much more intuitive.

It's a shame that climate controls are confined to the screen, but they're fairly large and fixed at the bottom of the display. Disabling the driver-assist systems can be applied to a shortcut that's dragged down on the display.

> "THE LATEST SYNC SYSTEM IN THE CAPRI IS AMONG FORD'S BETTER ATTEMPTS AT INFOTAINMENT"

CUPRA TAVASCAN BEST FOR:
Design. In a sea of new crossovers (electric or otherwise), the rakish Tavascan has the design cred to really stand out from the crowd – inside and out.

FORD CAPRI BEST FOR:
Driving. Creating a fun-to-drive two-tonne-plus electric vehicle sounds like an oxymoron, but with the Capri, Ford has done a more convincing job than almost any other rival.

RESULTS

RUNNER-UP ★★★★☆

Cupra Tavascan V1 RWD

DISTINCTIVE looks inside and out mean that the Tavascan is one of the few EVs in this class that people can buy with the heart rather than just the head. The Spanish EV's rakish design hasn't come at the expense of space, either, while performance is great, too.

However, it isn't as sharp to drive as the Capri and has a firmer ride, while the brakes aren't that confidence-inspiring. It's pricey, too, and with cars in this class seemingly receiving improvements by the minute, the Tavascan will need a boost in ability – or a drop in price – if it's to hold onto its four-star rating for long.

INTERESTED?
Scan the code for further information

WINNER ★★★★☆

Ford Capri Extended Range Premium

AUTO EXPRESS
ROAD TEST
WINNER
FORD CAPRI
FEB 2025
★★★★☆

SET aside the controversy of the name, and Ford has created something really convincing with the new Capri. While fans of the original Capri on the hunt for a true driver's car will no doubt be disappointed, for a five-seat electric SUV, the Ford is really impressive from behind the wheel.

Throw in a spacious, well finished cabin, solid efficiency and charging stats plus strong performance, and there's plenty to like. Indeed, the only big issue with Ford's newcomer is that the Explorer offers all of the Capri's good bits but adds more space and a cheaper price tag.

INTERESTED?
Scan the code for further information

FIRST REPORT

ALFA ROMEO GIULI

Having just stepped out of an EV, our man is relishing this ICE pe

Steve Sutcliffe

mail@autoexpress.co.uk

CAR enthusiasts like you and me are spoiled for choice these days, but there's one question right now that's hard to answer: do I go EV and join the migration towards a powertrain that will eventually propel most of our cars, or do I stick with a good old-fashioned combustion engine for the time being?

I'm a fan of all good cars, full stop, and in a way I'm not fussed what they're propelled by so long as they're quick enough to entertain, sharp enough to excite, practical enough to be usable every day and look good. And to prove this point I've just done 6,000 miles in the electric Polestar 2 Performance Pack and, with a couple of surprisingly small caveats, enjoyed every minute of it.

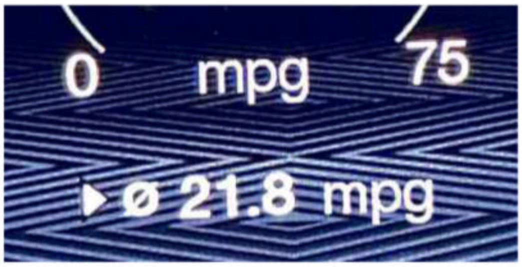
But to satisfy my cravings for 'one last gasp' in a traditional petrol-engined super-saloon, I'm now going to do the next 6,000 miles in the Polestar's polar opposite – a thirsty, not-very-clean, but in all other ways really rather delicious Alfa Romeo Giulia Quadrifoglio. The exact same 2024 model-year Alfa Giulia QV that we've already eulogised about in Auto Express and compared with the similarly tasty Hyundai Ioniq 5N last summer.

So which will I enjoy the more – the smooth, fast, squeaky clean but still deceptively mean Polestar 2 PP or chest-thumping twin-turbo V6 Alfa? It's a tough job, but having enjoyed the Polestar, I still worried about certain aspects such as its range (max 200 miles in the real world), the price of charging it via the public network and its shocking depreciation. I'm keen to see how life alters with the Alfa – beyond the obvious draws of its 513bhp twin-turbo V6, its recently revised cabin and much-improved rear-wheel-drive chassis.

After just a few weeks with the Alfa, I'm pleased to report that range anxiety is a distant memory: even at 22mpg the Giulia can still do 350 miles between fills, which is a joy I'd forgotten about. And here's one early shocker; despite its apparent thirst, the Alfa is costing no more to fill than the Polestar did via the public charging network. Living in a city, I had no access to a home charger, which meant I was paying 55-85p per kWh to put 200 miles in the Polestar. The Alfa costs £65-70 for 350-370 miles – so broadly the same as the Polestar for the same mileage.

The flipside is that the Polestar's tailpipe emissions were zero, whereas the Alfa chugs out a somewhat embarrassing 229g/km – but while it's still legal, why not? It's not like there are Alfa QVs on every street corner: these are rare cars, mainly because they cost (gulp) £78,195 before options, but also because they are not everyone's cup of tea.

However, after just under 1,000 miles, I'm fairly sure the QV is my kind of brew, even though it's far from flawless. The ride quality is not as good as I hoped it might be, especially not on the lumpy town roads of Brighton and Hove; the DAB radio reception cuts out too often for my liking (more so than in other cars on the same roads); the rear seats are also not as roomy as they could be; and the fuel



PROS
Potent twin-turbo V6 goes very hard
Car looks lovely
Range of 350+ miles is a joy

CONS
22.7mpg is poor
Ride quality not as good as it could be
Rear-seat space is not great

MODEL TESTED:
Alfa Romeo Giulia Quadrifoglio

On fleet since:	December 2024
Price new:	£78,195
Powertrain:	2.9-litre V6 turbo petrol, eight-speed automatic
Power/torque:	513bhp/600Nm
CO2/BiK:	229/g/km/37%
Options:	Driver Assistance Pack (£1,100)
Insurance*:	Group: 44 Quote: £1,691
Mileage/mpg:	12,519/22.7mpg
Any problems?	None so far

***Insurance quote** from AA (0800 107 0680) for a 42-year-old in Banbury, Oxon, with three points.

A QV

erformance car

COMPARISONS

After six months driving a Polestar 2 Performance Pack, Steve is enjoying comparing the EV with an old-school turbocharged V6-engined sports saloon

“WHEN A CAR LOOKS LIKE THIS, GOES LIKE THIS, AND SOUNDS LIKE THIS, WHY SWEAT OVER THE SMALL STUFF LIKE MPG?”

consumption is genuinely horrendous – worse than I feared it might be, even in eco mode. I’m seeing 23mpg at best and 17mpg at worst.

But when a car looks like this, goes like this, and sounds like this, why sweat over the small stuff? Okay, that’s not entirely rational. But then a car like this is never going to induce rational thoughts or behaviour. Right now I’m loving it to bits – and not missing my previous EV way of life a whole lot either. Not yet...

VERDICT ★★★⯪☆

OLD-school it might be, but the Alfa proves there’s plenty of life in the combustion engine yet. It’s as thrilling to drive as it is to look at, while the lack of range anxiety compared with high-performance EVs is welcome, even at 23mpg. Another is a rear-drive chassis that doesn’t do everything perfectly but does the stuff that counts most, beautifully.

SECOND REPORT

MG3

Supermini's indecisive automatic gearbox has required us to alter our driving style

Ellis Hyde

Ellis.Hyde@autoexpress.co.uk

WHEN the MG3 was unveiled this time last year, the most eyebrow-raising detail for me was that it had a three-speed automatic transmission. The only other cars I knew that used such things were American muscle cars from the sixties, and those were hardly the pinnacle of automotive engineering at the time, let alone more than half a century later.

However, while the concept of a three-speed gearbox sounds old hat, to say the least, it's part of a thoroughly modern full-hybrid powertrain that has a 134bhp electric motor as the front man. Plus, MG claims this simple set-up is more responsive than the complex CVT gearboxes often used by hybrid cars, including fellow supermini, the Toyota Yaris.

So like a lot of things, the proof of the pudding would be in the eating. However, I've lived with the MG3 for several months, and I reckon if you tried to serve this to celebrity chef Paul Hollywood, you definitely wouldn't be getting a handshake.

Bear with me here, but have you ever played Three-card monte? Or maybe that game where you try to find the ball under one of a magician's three cups as they're shuffled at speed before your eyes? They're stupidly simple yet somehow you still manage to make the wrong choice if you're not really paying attention. Well that's what dealing with the MG3's gearbox feels like sometimes.

Despite having just three gears to choose from, I often find myself driving along listening to the loud drone of the petrol engine as the transmission ponders something – the meaning of life perhaps, or what it fancies for dinner.

From what I can tell, the gearbox only shifts into top gear when you approach 70mph – which is fine when you're joining the motorway. But on the twisty, single-lane country roads around my home in Hertfordshire, I either have to wait for the gearbox to stop procrastinating, or go faster in order to force it into action. There are no shift paddles on the steering wheel.

The other side effect of the dim-witted gearbox is uneven power delivery. The e-motor responds immediately when you press the throttle and delivers a good hit of torque. Then, once it's time for the engine to chip in, there's a pause while it wakes up and the transmission fumbles around, before you start gaining speed again.

However while the gearbox has proved to be fairly infuriating, it's one of the few complaints I have about the car. Less major (depending on your view) is my average fuel economy which, as you may have read in my previous Fleetwatch report (issue 1,866), is some way short of the 64.2mpg the MG3 is supposedly capable of. It appears

MODEL TESTED:
MG3 Hybrid+ Trophy

On fleet since:	October 2024
Price new:	£21,040
Powertrain:	1.5-litre 4cyl petrol hybrid, 192bhp
Power/torque:	192bhp/378Nm
CO2/BiK:	100g/km/25%
Options:	Battersea Blue paint (£545)
Insurance*:	Group: 24 Quote: £686
Mileage/mpg:	6,156/48.7mpg
Any problems?	None so far

***Insurance quote** from AA (0800 107 0680) for a 42-year-old in Banbury, Oxon, with three points.

DETAILS
Ellis prefers to plug in for a stable Apple CarPlay experience. Three-speed auto gearbox can't be controlled with paddles

DRIVING
The hybrid MG3 is still proving to be good fun out of town, thanks to its well judged e-motor and petrol engine

PROS
The MG3's interior quality is impressive for its price, as is the very high-definition touchscreen

CONS
Three-speed gearbox struggles to find the right cog, and fuel efficiency isn't as good as expected

to have settled at around 48.7mpg now, but I will be keeping a close eye on the gauge.

Otherwise, the MG3 has been a great little companion during the winter months, helped by the heated steering wheel and front seats, which some passengers were surprised to hear are fitted as standard. The adaptive cruise control has been great for long motorway journeys, too, although the sound system could be a lot better.

I've also come to appreciate the Apple CarPlay being a wired-only set-up. I'd much rather plug my phone in with a cable than have to sit in my car for five minutes at the start of every journey trying to troubleshoot why the device isn't connecting wirelessly, or have it suddenly cut out before a junction.

VERDICT ★★★★½

THE rather dim-witted three-speed gearbox in the MG3 is a constant source of frustration, and leads to often disjointed power delivery from the hybrid system, which also is proving to be less efficient than we'd expect. Overall however, this is still an excellent supermini.

> **"THE MG3 HAS BEEN A GREAT LITTLE COMPANION OVER WINTER, THANKS TO ITS HEATED SEATS AND WHEEL"**

FLEETWATCH

RENAULT SCENIC

THE Scenic EV piled on the miles in January, but to counteract the toll that the cold weather inevitably took on range, I took to driving the car more in its Eco setting. This tones down the throttle response, limits power to the climate control and steadfastly refuses to let the Scenic exceed 70mph, unless you give the accelerator pedal the kind of stomp you'd usually reserve for a tarantula hurtling across your kitchen floor.

These are all sensible measures, and the dulled responses even help mask the Scenic's shortage of front-end grip, which manifests itself when pulling out of junctions or braking firmly on greasy roads. In terms of actual efficiency, a full charge of the 87kWh battery is typically giving me a fairly reliable indicated range of 300 miles. Impressive.

On one particularly chilly evening, in normal mode, the car showed 113 miles remaining and I had 98 motorway miles to get home. With Eco mode engaged, the climate control switched off, and with the cruise control set at 60mph I made it with 40 miles still remaining and efficiency for the trip of nearly 4.0mi/kWh. Had I known it'd be that easy, I definitely would have put the heating on.

STEVE WALKER

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NEWS

zda sets sights on Tesla with 6e

market as it announces new rival for Model 3

STYLING New EV is identical to EZ-6, which is already on sale in China; 19-inch alloy wheels feature an efficient design to boost range

INTERIOR Passengers have plenty of room front and rear; 14.6-inch touchscreen dominates dash

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263 VAL	£1700
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Goodwood track experience

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Battery-powered pair rated

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Top kit for top-ups revealed

PRODUCTS

IN THE GROOVE
The latest releases from Scalextric include everything from a Volvo 850 BTCC racer (above) to a Series 1 Land Rover from Shaun the Sheep (right)

HOT KIT

Scalextric

Price: from £48 **Contact:** *uk.scalextric.com*

SCALEXTRIC has revealed its latest sets and models, and they are aimed at adult collectors as much as kids. They include classic Land Rovers, the most famous car from the British Touring Car Championship (BTCC), and models made famous by films and TV shows.

The most eagerly anticipated is the Volvo 850 Estate driven by Rickard Rydell in the 1994 BTCC. Scalextric says it is one of its most requested models ever, reflecting its status as a firm fan favourite. Despite never actually winning a race, the legendary racer is arguably the most iconic car in BTCC history.

At the other end of the sporty scale are two new versions of the classic Series 1 Land Rover. The first is a recreation of the company's first prototype, nicknamed 'Huey' due to its HUE 166 registration. The Scalextric version features historically accurate details that mark it out from the firm's previous Series 1 models, including having the headlamps behind the grille. As you'd expect, the model also has permanent four-wheel drive.

For those not so worried about accuracy, the other new Land Rover model is decorated in Shaun the Sheep livery, including pictures of the animated TV character in the windows.

Older animation enthusiasts might prefer the new models of the two iconic Spectrum vehicles from the sixties sci-fi series Captain Scarlet, while fans of the Fast & Furious franchise might be more excited by Dom Toretto's Dodge Charger and Mazda RX-7, or Brian O'Conner's Toyota Supra. All of the models are available to pre-order now.

BOOKS

Ferrari in F1

Peter Nygaard
(Dalton Watson Fine Books, *daltonwatson.com*)
Price: £69 **Rating:** ★★★★½

IF you were going to follow a team's history through Formula 1, Ferrari would no doubt be the first you'd pick. Not only does it hold records for titles, victories, fastest laps and the like, but it's also participated in every season since 1950. In many ways, the history of Ferrari is the history of F1, which makes this handsome photobook suitable for all race fans, not just followers of the prancing horse.

Although the prose is nicely written, the photography is the highlight here. There are over 400 pictures, many previously unseen and plenty taken by the author himself during a long career as a photojournalist. When one of the first photos in a book is Pope John Paul II looking over a display of racing cars, you know you're in for a good time.

It's organised by decade, so if you have a favourite era you'll be able to find it easily. It's a shame lots of the nicest photos are printed over the crease, spoiling the effect, and this is a big, heavy tome with tiny text, meaning it's not the easiest to sit down and read. But as a coffee table book it's up there with many much pricier titles – it's a joy to leaf through.

PETER NYGAARD
FERRARI IN F1

FIRST TEST

Goodwood Revival Experience

CHOICE
You can drive up to four of Goodwood's fifties and sixties classic saloons & GTs as part of the experience

Price: £595 **Rating:** ★★★★☆ **Contact:** *goodwood.com*

WITH spring just around the corner, you're probably looking forward to motoring events planned for this summer, including the legendary Goodwood Revival. If you can't wait until September, you can take to the track yourself in a series of classic cars as part of the Goodwood Revival Experience.

The £595 package gives you a half day at the circuit and 12 laps in a choice of 10 cars from the 1950s and 1960s. In theory you could spend all your time in one car or use your allotted laps in any other combination, but like most of the attendees we chose to drive three laps in four cars to get some variety.

The cars range from a classic 1968 Mini Cooper S to a mammoth-sized Ford Falcon, with iconic models such as a Lotus Cortina, Jaguar Mk2 and Porsche 912 in between. An instructor sits beside you to make sure you stay on track and to explain the quirks of these old cars. They are not afraid to encourage you to go quickly, though, despite the cars' age, which makes it challenging and great fun.

The Revival Experience is not all about the cars, either. There are always a couple of characters on hand to keep you entertained, dressed in period costumes and making the day more interesting between drives.

Food is also included for the driver; if you've booked a morning session you get breakfast and lunch. If you're doing the later slot, you're fed lunch and afternoon tea. Guests are welcome for an additional charge of £45, and you get a video of the experience to take home.

NEW PRODUCT

Beldray 15-in-1 Steam Cleaner

Price: £59.99 **Contact:** *beldray.com*

WHILE cleaning chemicals can do a decent job on your car, really tough stains might need a steamier solution. Steam cleaners are used by professionals to shift really tough dirt while minimising the use of detergents and other products that might leave a residue or smell in a car. The heat from steam can also help to clear tar and adhesive from wheels and paint, or help remove water marks from glass. As an added benefit, the steam will also disinfect and kill mould, making it ideal for child seats and other fabrics.

Beldray has a new steam cleaner, which doesn't appear to do anything revolutionary compared with rivals, but its main attraction is a choice of 15 attachments to make it more versatile. Some of these are more applicable to home use, but there are others that are perfect for car cleaning duties. For example, the upholstery tool applies the vapour over a wider head, which is covered in a washable towel.

The window and mirror cleaner attachments clean and then 'squeegee' the vapour and dirt away, while the nozzle with a stiff brush will be useful for tackling imbedded dirt.

For areas that are tight on space such as engine bays, a flexible extender spout will allow the steam to be directed into gaps where the Beldray's main body might not fit. A five-metre-long power cord means it should reach across a car without needing an extension cable.

The company claims the cleaner is more powerful than cheaper rivals, with a 1,350-watt heater for faster steam generation. The 550ml tank is good for extended sessions without needing frequent refills and there is no need to wait until the steamer has cooled before refilling.

Copenhagen Gemstone Tracker

Price: £132 **Rating:** ★★★⯪☆ **Contact:** *smgeurope.com*

COPENHAGEN TRACKERS
GEMSTONE™
GPS TRACKER – Locates vehicles and valuables

THE Gemstone is half the size of its rival, measuring 7.7 x 4.7 x 2.8cm – that's a little larger than a Matchbox model car and makes it small enough to be wedged inside a spare wheel well or door pocket.

It's designed to be attached by adhesive pads rather than magnets, which keeps the weight down to 84g and means it may work better if the car or trailer you want to keep an eye on has aluminium or plastic parts. It's also waterproof, with an official IP68 rating, which means it's dustproof and can be placed where it might get wet.

You'll be able to leave it there too, because Copenhagen claims the Gemstone will last up to six years when using the minimum setting, which just sends its position once a day. However, when the battery has expired, it will need to be replaced rather than recharged.

While the basic app and SIM data are free, unlocking Premium features costs £2.29 per month.

"THE GEMSTONE IS SMALL ENOUGH TO BE WEDGED INSIDE A SPARE WHEEL WELL OR A DOOR POCKET"

TESTED Vehicle trackers

Battery-powered trackers can be hidden and are less likely to be discovered. So which of this pair should you choose for your pride and joy?

Tom Barnard

WE are used to being able to track everything from parcels to trains using apps on our phones, but electronic tags are still something mainly reserved for high-end cars. The cost of the technology keeps falling, however, making it a sensible option for anyone who wants to keep an eye on their vehicle's location when it's parked or being driven by someone else.

Most of the trackers we have tried previously need to be wired into the car to provide power, but two newcomers have big batteries (and SIM cards) that allow them to be used away from a power source, making them much easier to fit and perfect for classics in storage or trailers.

The Copenhagen Gemstone has a claimed battery life of six years and can be used without a subscription. But if you can recharge around once a year, the TruTrak is a much better product, and the cheaper price would pay for 21 months of tracking. It's our winner here.

TruTrak Pro GAT24

NEW PRODUCT

Price: £26.99 **Rating:** ★★★★⯪ **Contact:** *trutrak.co.uk*

LIKE the Copenhagen, the new TruTrak Pro GAT24 can live outside, with a nearly-as-good IP67 rating. It's bigger and heavier than its rival, though, measuring 9.2 x 7.2 x 3.5cm and weighing a substantial 292g, which makes it harder to hide. But a lot of this weight is the result of the strong magnets. There is also a light sensor on the rear, which sends an alert if the device is removed.

The big rechargeable battery means the GAT24 can last up to 730 days when on standby and 180 days if the vehicle is moving for two hours per day. The TruTrak's big advantage over its rival is the user-friendly app, which can show a car's journey over several hours.

It comes with 14 days of free usage, after which you'll need to pay for data, which starts at £5.99 for a month.

TruTrak Pro
Top Up here

"ITS LIGHT SENSOR WILL ALERT YOU IF THE DEVICE IS REMOVED FROM THE VEHICLE"

Michelin Digital Double Barrel Footpump

AUTO EXPRESS BEST BUY 2025

Rating: ★★★★★ **Price:** £28
Contact: *halfords.com*

THIS Michelin design has been our foot pump of choice for more than 10 years and it's easy to see why. There's a solidity to it that rivals lack, giving it great stability. Plus, it has an easy-to-read, accurate digital gauge with adapter and hose storage.

There are external levers to hold it shut when stored, our preferred screw-type valve connector for minimal air loss, and good pumping power. It may be the most expensive pump here, but it's definitely the one you want.

Clarke Twin Cylinder Foot Pump FP300

AUTO EXPRESS RECOMMENDED 2025

Rating: ★★★★☆ **Price:** £17.99
Contact: *machinemart.co.uk*

LIKE the Michelin, this Clarke design has been around for more than a decade, but unlike its rival it's been up and down in our ratings. The analogue gauge was less than one psi low at our three test levels, despite a warning that the readings are only for 'reference'.

It has one of the longest hoses, at 66cm, making getting to the top of big rims easier. Our 20 pumps added an average of 4.5psi, plus it comes complete with instructions.

Draper Double Cylinder Foot Pump 25996

AUTO EXPRESS RECOMMENDED 2025

Rating: ★★★★☆ **Price:** £15.99
Contact: *drapertools.com*

THERE'S plenty of competition at around the £15 mark, and this Draper unit just gets our vote over the Halfords Essentials pump. The family resemblance is clear and that minimal footplate did require careful placement of our shoe to avoid flexing and ensure a smooth action.

It has a decent gauge with legible scales, and the readings were less than half a psi shy. It gets the nod over the Halfords unit thanks to our 20 pumps adding an average of 4.6psi.

DRAPER
FOOT PUMP

Halfords Essentials Double Barrel Foot Pump

Rating: ★★★★☆ **Price:** £15.49
Contact: *halfords.com*

ALMOST a £5 price increase since our 2023 test has done this Essentials unit no favours, but it is still worth considering. The essentials name is telling because it was the only one on test that did not include valve adapters for sports kit and inflatables. But it did have one of the easier-to-read analogue gauges that was less than half a psi out.

Pumping power was a touch behind the best, but it's still worth considering if you find it at a discounted price.

FOOT PUMPS

Restore your tyre pressures with a foot pump. We've tested eight of the best

BUY YOUR CAR KIT WITH CONFIDENCE
Every week, we extensively test all the latest car kit from tyres to trim cleaners. Scan the code to access our huge online test archive

Kim Adams

THE most cost-effective way to maintain your car's tyre pressures is with a foot pump. For around £20 – and often a fair bit less – you can keep tabs on the pressures and top them up when needed.

Inflators powered by their own batteries or the car's 12V socket are less effort, but tyres usually only need to be topped up by a few psi, so a foot pump will not put too much strain on the legs. Powered compressors are also more expensive, especially cordless units.

With a foot pump in the boot, you can check and adjust pressures to maximise the car's braking, cornering, fuel economy and tyre life – and all for the price of a round of coffees.

So which is the puff daddy to slip in your boot? We tried eight top sellers.

How we tested

TOP of the list has to be pumping power, so we used a certified, calibrated gauge and a 195/55R16 tyre on a rim with two valves to measure how much pressure was added from 25psi after 20 pumps. The test was done three times and an average used. We also assessed the pumps' gauges at 20, 25 and 30psi. Although none claimed to be to the British Standard and some said readings should be checked separately, you want them to be pretty accurate.

The pump's stability was also assessed, and we looked for valve connectors that could be removed with minimal air loss, long hoses, instructions and adapter storage. Finally, we factored in prices.

Verdict

THE family resemblance between all the pumps is clear, so the results were inevitably close. It might be the most expensive here, but the Michelin is our winner yet again. It ticks all our boxes. Clarke takes the runner-up spot while Draper just gets ahead of the closely matched £15 pump from Halfords.

Ring Double Foot Pump RFP2

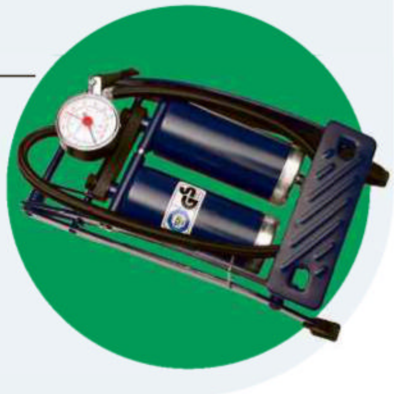
Rating: ★★★⯪☆ **Price:** £21.40 **Contact:** *ringautomotive.com*

OUR 2023 runner-up has tumbled down the results largely because its rubber footplate cover wouldn't stay attached. The gauge was also around two psi adrift, and the bar scale was tough to read, although it did have a target needle.

Pumping was up with the best, adding around 4.5psi after 20 pumps, plus we liked the long 66cm hose with an attached bag to stop the valve adapters disappearing.

Maypole Double Foot Pump MP784

Rating: ★★★⯪☆ **Price:** £19.99 **Contact:** *screwfix.com*

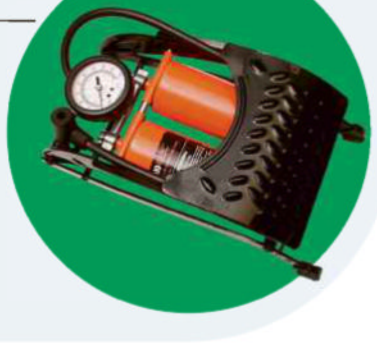


THIS pump is very similar to the Halfords and Draper units, so its higher price hurts it. It also required careful foot placement to avoid catching the lower frame when in use.

Performance was a touch behind the best but still effective, although it has the alloy-clad valve connector, which catches easily when removed. The gauge was around one psi out, although was clear enough to read.

RAC Double Barrel Foot Pump RAC-HP148

Rating: ★★★☆☆ **Price:** £14.99 **Contact:** *screwfix.com*



THE second of our Screwfix pair has a lot going for it. As we saw elsewhere, the larger footplate gave the unit better stability and the slightly bigger all-plastic valve connector lost little air when removed. Plus, there's that keener price.

But none of this could overcome pumping power that was more than one psi behind the best, and an analogue gauge that read an average of two psi short.

Silverline Foot Pump Heavy Duty Double Barrel 380197

Rating: ★★★☆☆ **Price:** £15.01 **Contact:** *silverlinetools.com*

IN a sea of lookalikes this caught the eye because the cylinders are attached to the base, and the full-width pistons move with the upper section and footplate.

The package makes much of its 470cc output per stroke, but it delivered an average of just 2.6psi after our 20 pumps. That's a shame, because the gauge was accurate and easy to read, plus the valve and stability were good.

KY71 OVF
LA71 TKD
VX71 CWM

DRIVER POWER

TELL US ABOUT YOUR CAR

The UK's No.1 car ownership survey

Every year, thousands of car owners take the Driver Power survey, sharing thoughts, opinions and experiences of the cars they own and drive. This not only helps potential buyers, but gives feedback to manufacturers to shape the next generation of cars. The survey should take less than 10 minutes to complete and by taking part, you'll also be in with a chance of winning a £100 Amazon voucher.

TAKE PART TODAY AND TELL US WHAT YOU THINK!

Type **https://autovia.blueconic.net/s/b6l** into your browser or use the QR code to access the survey

66 **DRIVER POWER FORD ECOSPORT** Your verdict on baby SUV

68 **BUYER'S GUIDE AUDI Q4 E-TRON** Family SUV is a used bargain

70 **TOP 10 BEST LONG-RANGE EVs** No range anxiety worries

BUYING CARS

BRAND LOYALTY CAN SAVE YOU MONEY

ALASTAIR CROOKS

Auto Express's senior news reporter explains why choosing the same make and model for your next new or used car makes a great deal of sense

I LOVE the variety of cars we test at Auto Express; driving multiple models back-to-back not only opens our eyes to new experiences, it allows us to draw meaningful conclusions – and ultimately shapes the cars we recommend weekly.

But if you're buying with your own hard-earned money, sticking with what you know could pay dividends. We understand how tempting it is to try something new – something faster, fancier or more frugal than before – but opting for the same model time and time again has myriad benefits that could save you money.

This might sound unimaginative, but experience with a certain make or model will undoubtedly make potential faults easier to spot. For example, your new car might make a noise over a pothole where the old one didn't, or it could be using more fuel than the other on similar trips. Both cases, potentially, show cause for concern.

> **"BEING FAMILIAR WITH A PARTICULAR MODEL WILL GIVE YOU THAT EXTRA BIT OF KNOWLEDGE ON WHAT TO LOOK FOR WHEN BUYING"**

Simply being familiar with a particular model will give you that extra bit of insight on what to look out for when buying your next one, too. This could cover the features you already know you like and don't like, or options you might want to consider at the point of purchase – whether you're buying new or used. You may wish to try smaller wheels, for example, to improve comfort.

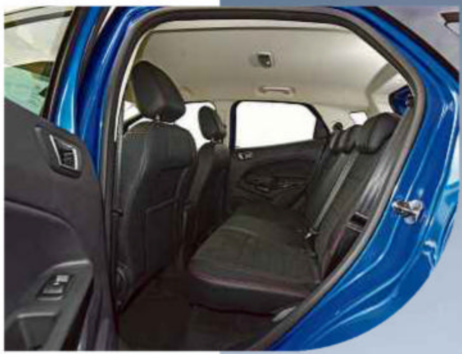
If you like working on your own cars, any basic maintenance skills will be transferable, too, plus you'll be able to save money on model-specific tools. Then there's the consumables; things like oil and filters can be a major expense, and buying the same car more than once may allow you to side-step the costly problem of disposing of unused parts. If you're not one for DIY car care, then having multiple versions of the same model might also help forge a strong relationship with specialist garages.

Another big reason why some people choose similar (if not identical) cars, is the driving experience. Some of us like to chop and change to get a taste of the wide automotive spectrum, but for others, jumping from car to car can be daunting. Knowing the traits and characteristics of your car, whichever one you choose, can be a weight off a nervous driver's mind.

Then there's accessories. You could spend hundreds on roof bars or tow bars – many of which are bespoke to a certain make or model. But bag a like-for-like car and you'll only need to buy one set. The same could be said of boot liners, smartphone stands and seat covers, too.

DRIVER POWER

OWNER VIEWS ON THE UK'S BEST CARS



> "It's reliable, has good fuel economy, does everything I need it to, and all at a sensible price."

Richard Dredge

THE EcoSport is a now off-sale Ford model that just made it into this year's Driver Power new-car survey. It gave a good showing thanks to excellent rankings for its exterior styling and quality, which were 13th and 12th, while owners also liked the navigation systems (eighth), the touchscreen displays (17th) and the smartphone connectivity (16th). Overall, the EcoSport ranked 11th for its infotainment, which is impressive for a car that was launched more than a decade ago, even if it has been updated along the way.

Insurance costs take ninth place and servicing is 24th, while 20th place for value for money is another feather in the Ford's cap. It rates even higher when it comes to driving pleasure (18th), and a ranking of ninth for reliability is even better.

Where the EcoSport fares really badly is with its boot space (which is ranked 48th), while owners are also unimpressed by the number of cubbyholes scattered about the cabin (41st) and the fuel economy; it has a 45th placing in this category. Bearing in mind the EcoSport's age, it probably won't come as too much of a surprise that the number of safety features is rated in a lowly 40th.

INTERIOR AND COMFORT

YOU SAID "My most comfortable car ever. I can make longer journeys without back or leg discomfort, and the seat height is perfect so I can get in and out easily, plus there's plenty of headroom."

MPG AND RUNNING COSTS

YOU SAID "The overall running costs are okay, if nothing to shout about. Insurance is reasonably sensible, but the fuel consumption is a bit heavy."

RIDE AND HANDLING

YOU SAID "Ford got it right with the suspension settings; the EcoSport's ride is very well judged. The handling is also really engaging, the steering responds immediately and the weighting is perfect, so the car feels agile."

POSITION 29th Ford

USED PRICES FROM: £4,000 **YEARS:** 2014 to 2024 **CO2:** 119-125g/km **FUEL ECONO**
rear camera, front and/or rear parking sensors, heated front seats and steering wheel,

“The navigation is poor. I put in the postcode for a restaurant and it took me to the motorway instead.”

“The tailgate is side-hinged, rather than opening upwards, which is so much easier with my disability.”

EcoSport Mk1

MY: 51-53mpg (1.0T) **BEST OPTIONS:** Spare wheel, blind-spot warning, opening sunroof (all trim dependent)

WHAT DO YOU LIKE?

“The higher driving position gives a good view, but the car doesn’t feel so big that it’s intimidating.”

“For a small car it has ample legroom, even for a taller person, and it’s easy to get in and out of, too.”

“Compared with all of the cars I’ve that I’ve owned in the past, my EcoSport is a dream to drive.”

“The navigation is accurate, dependable and very easy to use with its clear images and good narration.”

WHAT DON’T YOU LIKE?

“The reliability has been okay, but some internal materials are flimsy and they mark very easily.”

“The big pillars block the view in corners, and the dash top is susceptible to glare in bright sunlight.”

“I have less boot space than I had in my VW Polo, and the space between the back seats and boot lip is poor.”

“The touchscreen is too complicated and the display is too bright when reversing in the dark. It’s distracting.”

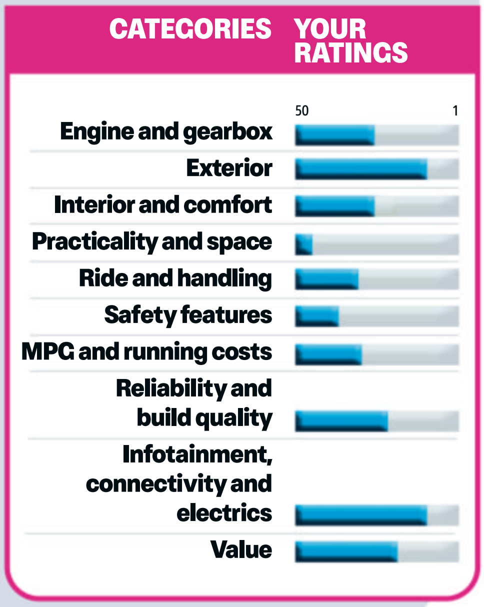
PRACTICALITY AND SPACE

YOU SAID “Cabin space is more than adequate given the flexibility of the front seats. The boot is a good size, the flush loading lip is handy and the two compartments set into the boot floor boost practicality. For a small car it’s really very spacious.”

87.37%

OVERALL SCORE

Bars show where model finished out of 50 vehicles in our 2024 new-car survey. The longer the bar the better



WHY DRIVER POWER IS IMPORTANT

Every year thousands of owners share thoughts, opinion and experiences of the cars they own. This not only helps potential buyers, it also helps makers shape the new generation of cars.

SCAN THE CODE TO TAKE THE SURVEY

Tell us about your car and you could be in with a chance of winning £100 Amazon voucher

USED BUYER'S GUIDE Audi

FROM £20,000 Well equipped electric family SUV is terrific value as a second-hand buy

Richard Dredge

IT'S well over a decade since electric cars started to enter the mainstream, but when the original Nissan Leaf arrived in 2011, few guessed that an electric vehicle would become the default purchase for many car buyers. Designed from the outset as an EV, the Leaf showed the way, yet many manufacturers were still converting ICE cars to electric power until recently.

Take Audi, whose first EV, the e-tron (later renamed the Q8 e-tron) was a converted ICE model. That car came out in 2019, by which time Audi had a brand spanking new EV platform, and it was this that underpinned the Q4 e-tron. It was the German auto maker's first model designed from the outset as an EV – and it's all the better for it.

HISTORY

WE got our first glimpse of the Q4 e-tron in concept form at the Geneva Motor Show in 2019; the production car was launched two years later and the first customer cars were delivered in July 2021. At first, only an SUV was offered, but from October 2021 a Sportback was also available, with a more rakish coupé-style rear end.

There were three models: the 168bhp 35 e-tron used a 55kWh battery, while the 201bhp 40 e-tron and the 295bhp 50 e-tron quattro had an 82kWh battery. A facelift in September 2023 brought recalibrated suspension, extra standard equipment, more efficient motors and a wider choice of optional driver-assistance systems.

WHICH SHOULD I BUY?

AUDI claimed a range of 193-208 miles for the 35 e-tron (depending on trim level), whereas the 40 e-tron can cover 294-316 miles, and the 50 e-tron quattro does 279-298 miles. In the real world these figures will be lower, so the 40 e-tron offers the best balance of cost and range, with decent performance, too. Entry-level Sport models come with 19-inch alloy wheels, an electric tailgate, heated front sports seats, three-zone climate control, a 10.1-inch touchscreen with navigation, and LED headlights. S line adds sport suspension, 20-inch wheels, a body kit and privacy glass. Vorsprung brings a panoramic glass roof, 21-inch alloys, Nappa leather, extra driver-assistance kit and a premium hi-fi.

RUNNING COSTS

THE biggest running cost is likely to be depreciation, especially if you buy a fairly new Q4. But maintenance is cheap thanks to a two-year or 20,000-mile schedule. Each service costs £336, plus £58 for fresh brake fluid. With all Q4 e-trons priced above £40k when new, they're all subject to the £410 luxury road tax supplement from this April, so £600 will be due each year until the car's sixth birthday.

The 35 e-tron sits in insurance groups 26-28, the 40 e-tron is in 31-33, and the 50 quattro is in 38-40.

PRICES

THERE are more second-hand Q4 e-trons available than you may think. We found almost 1,000 of them for sale, priced from £20,000 for an early 35 Sport with 60,000 miles.

The most common trim by far is S line, while Vorsprung is very unusual, but there are plenty of Sports and Black Editions to go round. The 40 e-tron accounts for two-thirds of the cars for sale, priced from £22,000.

The range-topping 50 quattro edition makes up about one in six available e-tron models. These start at £30,000 for an S line with 30,000 miles. Almost one in four Q4 e-trons is a Sportback, and when new these carried a £1,500 premium, but it's now dropped to more like £500-£1,000.

ONLINE VALUATION TOOL
Head over to our valuation tool to check prices on a specific model.

CHECKLIST

TOWING
The Q4 e-tron is able to tow caravans and trailers, generally with a 1,200kg limit, although some models are restricted to just 1,000kg.

HEAT PUMP
Audi offered an optional heat pump for £950, which increases the range in cold weather by using waste heat from the electric drive system. It's worth having.

RECALLS

THERE'S been no shortage of recalls for all of Audi's e-tron models, with nine issued for the original e-tron (2019-2022). Meanwhile, the e-tron GT has had eight recalls. So it's encouraging that, so far, there has been just a single one for the Q4 e-tron.

This was issued in May 2024 and it affected just seven cars, all of which were built in April 2024. The problem centred on faulty control units for the electronic stability control (ESC), which could also affect the anti-lock brakes. The solution was to replace the control unit; if a red warning light shone on the dash to show failure of the control unit, the car couldn't be driven until this was replaced.

ALTERNATIVES

THERE'S been a steep rise in the number of electric SUVs available in recent years, so you're spoilt for choice. Alternatives from within the Volkswagen Group include the VW ID.4 and Skoda Enyaq, while the Tesla Model Y has sold in huge numbers thanks to its efficient powertrain and roomy cabin. The Renault Scenic is also multi-talented, while the Hyundai Ioniq 5 and its cousin, the Kia EV6, are also easy to recommend.

The Genesis GV60 is a more left-field option, while the Toyota bZ4X and Nissan Ariya, along with the Polestar 2, are more common. The Ford Mustang Mach-E is another desirable electric SUV, just like the BMW iX and Mercedes EQA – and don't overlook the Volvo EX40.

Q4 e-tron Mk1

ON THE ROAD
The Q4 e-tron weighs around two tonnes, so it's not at its best on a twisty B-road, but it's refined and cars in lower trim levels have a comfortable ride

PRACTICALITY
Masses of cabin and boot space mean the Q4 is just at home on the school run as it is on a long-distance family holiday

CHARGING RATES

Software updates in March 2022 increased all e-trons' charging rates to 135kW. From September 2023, quattro models could be charged at up to 175kW.

SUSPENSION

S line models come with firmer suspension than Sport models, as well as 20-inch wheels. When you also add a ride height that's dropped by 15mm, you might find the S line's ride is uncomfortably firm.

ON THE ROAD

THE Q4 e-tron isn't exciting to drive, but it's an impressive all-rounder with excellent refinement and stability, strong performance (the 35 and 40 are restricted to 99mph, the 50 to 111mph) and decent ride quality lower down the range. While you can feel the Audi's heft when cornering, the adaptive steering is welcome; it adds weight as speeds rise. The range-wide Audi Drive Select (adjustable driving modes) is another bonus.

DRIVER POWER

NONE of Audi's EVs have appeared in our Driver Power surveys and there are no owner reviews on CarBuyer, so gauging satisfaction is tricky.

Looking at the brand as a whole, Audi never performs that well in our polls; in 2024 it came 38th (A5), 43rd (A1) and 44th (A4) for example. In 2022 Audi had seven cars in the Driver Power top 75; the Q3 came 43rd, but the next best score after that was 55th for the Q2.

INTERIOR

YOU'LL feel at home if you're moving from any of Audi's recent petrol or diesel models, because the Q4 features the same sort of displays, instrumentation, infotainment and switchgear. It looks modern, but is easy to live with once you've got used to it – which doesn't take long. Unlike some of its rivals, Audi has stuck with physical switches for the climate control. You'll also like the cabin quality, thanks to premium materials galore.

The Q4 is based on an EV platform so it's space-efficient; a flat floor in the cabin means there's plenty of head and legroom for three adults in the back. Boot space is good at 520 litres, or 1,490 litres with the seats folded; the Sportback holds 535 and 1,460 litres.

VERDICT ★★★★½

THE EV world is very fast-paced. When the Q4 e-tron arrived four years ago it was one of our favourite EVs, and that makes it a very desirable used buy – helped enormously by the fact that used values are significantly lower than new prices. We ran a 50 e-tron quattro on our long-term fleet and loved its refinement, user-friendly tech, high quality and roomy cabin. It's one of Audi's most popular models, and there are plenty of Q4 e-trons to go round, so if you're in the market for an electric family SUV, be sure to put it somewhere towards the top of your used car list.

1. Mercedes EQS from £99,835

MODEL: 450+ AMG LINE PREMIUM

1

PROS
- Comfortable at speed
- Luxurious, hi-tech interior
- Spacious inside

CONS
- Rivals are better to drive...
- ...and more comfortable
- Doesn't feel as expensive as it is

481 MILES
Claimed WLTP range

THE longest-range electric car currently on sale in the UK is the Mercedes EQS, the three-pointed star's zero-emissions alternative to its own S-Class executive limousine.

Its deeply impressive maximum range of 481 miles is offered by the EQS 450+ model. This is thanks to a gigantic 107.8kWh battery pack and a very low drag coefficient, so it's slippery through the air and therefore efficient at speed. The high-performance Mercedes-AMG EQS 53 version trades range for speed; with a staggering amount of power on tap, 0-62mph takes less than four seconds, but its range drops to 348 miles at best.

In our minds, however, the EQS should be all about luxury, and it feels as though Mercedes has held back in this area so it doesn't step on the toes of the superb S-Class.

10 LONGEST-RANGE ELECTRIC CARS

Need to cover big miles? These EVs travel the farthest between charges

Polestar 3 from £66,900

MODEL: LONG RANGE SINGLE MOTOR

3

PROS
- Vast interior space
- Competent ride and handling
- Great interior quality

CONS
- Some frustrating tech
- Rivals are more efficient
- Larger than you'd think

438 MILES
Claimed WLTP range

IT might be a bulky, 2.5-tonne SUV, but the Polestar 3 can still manage an official 438 miles on the WLTP combined cycle. What's more, the model that achieves this figure is actually the cheapest Single Motor variant – although it'll still set you back almost £70,000.

If you can afford it, the Polestar 3 is a pretty enjoyable car to drive, with reasonably tidy handling, decent body control and quick steering, and it should be able to cope with the challenges of family life – even if its 484-litre boot capacity isn't the biggest in this class.

There's also a lot of technology within the smartly designed cabin, although we found the lack of physical buttons, especially for the ventilation, to be rather frustrating at times during our test drive.

Audi A6 e-tron from £63,305

MODEL: SPORT PERFORMANCE

2

PROS
Nicely judged suspension
Feels well built
Great on-board tech

CONS
Rear seats are cramped
Top-end trims are pricey
Dash is a fingerprint magnet

463 MILES Claimed WLTP range

IT took a fair while for Audi to make its debut in the electric executive car market, but it would seem that this was time well spent because the A6 e-tron is an appealing package.

As well as the option of that headline 463-mile claimed range, the A6 e-tron Performance offers a healthy dose of speed. If you're in a hurry, the 0-62mph sprint is dealt with in 5.4 seconds, thanks to 374bhp and 565Nm of torque.

Of course, it's not all about acceleration. Being an executive saloon, the A6 is a comfortable EV in which to rack up motorway miles. Inside, the cabin feels very well put together, and the on-board technology is some of the best we've seen. But those in the rear may feel a little claustrophobic, and watch out for fingerprints, because there's quite a lot of glossy black plastic.

Shane Wilkinson

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AEX ELECTRIC-car batteries are bigger and better than ever, allowing the longest-range electric cars to cover hundreds of miles with ease – making range anxiety a thing of the past.

The figures shown here are derived from the official WLTP efficiency test, which is designed to be more representative of the range drivers will actually achieve in the real world than the old NEDC test. While the actual real-word range of these EVs will depend on a variety of factors including driving style, road conditions and weather, the figures are a good guide to what you can expect.

Tesla Model 3 from £39,990

MODEL: LONG RANGE RWD

4

PROS
Impressive performance
Improved build quality
Supercharger network

CONS
No indicator stalk
No Apple CarPlay or Android Auto
Rivals are more fun to drive

436 MILES Claimed WLTP range

THE Tesla Model 3 has been a stalwart of the electric executive-car market for several years, but its rivals were starting to creep ahead when it came to maximum battery range. Not to be outdone, Tesla responded with the Model 3 Long Range RWD; this variant can cover up to 436 miles on the WLTP combined cycle.

The Model 3 has also proved itself to be highly efficient in the real world during our own testing. Access to all Tesla Superchargers is another perk of ownership, and will be particularly appealing for high-mileage drivers.

There's plenty of the brand's signature tech to be found on-board the Model 3, too, with the facelifted car featuring a 15.4-inch touchscreen, acoustic glass, quieter tyres and sound-deadening materials, which all help towards improving refinement. ▸

Volkswagen ID.7 from £51,580

MODEL: PRO S MATCH

436 MILES
Claimed WLTP range

5

PROS

- Superb practicality
- Lots of safety kit
- Excellent refinement

CONS

- Fiddly controls
- Heat pump costs extra
- Pricier than rivals

VOLKSWAGEN took a while to launch its entry in the executive EV market, but the ID.7 sees off the likes of Polestar and BMW, and matches the most efficient Tesla for range.

To get this official 436-mile range, you'll need the ID.7 Pro S model with its 86kWh battery pack. Alternatively, the entry-level Pro still claims an impressive 381 miles from its slightly smaller 77kWh unit.

The VW ID.7 is also one of the most practical cars in this sector thanks to its spacious cabin, 532-litre boot and useful touches such as a variable-height boot floor. If you need even more space but don't fancy the idea of an SUV, there's always the option of the ID.7 Tourer estate version.

Mercedes EQE from £69,105

MODEL: 350+

429 MILES
Claimed WLTP range

7

PROS

- Excellent refinement
- Slick infotainment tech
- Spacious interior

CONS

- Average boot capacity
- Poor visibility
- Floaty air suspension

THE Tesla Model 3 and Volkswagen ID.7 might be leading the executive EV battery race, but the Mercedes EQE 350+ isn't too far behind, with up to 429 miles officially available from its 91kWh battery pack.

Along with the usual level of plushness and features that you'd expect in a Mercedes saloon, the EQE also offers the financial benefits of owning an electric car, so it's an ideal choice for company-car drivers. You'll need to be prepared to fork out a fair chunk of cash in order to buy one, though, given that prices start from around £69,000.

Pricier versions get air suspension, which does a fine job of absorbing bumps but makes the EQE feel rather floaty on the motorway.

Porsche Taycan from £86,500

MODEL: PERFORMANCE BATTERY PLUS

421 MILES
Claimed WLTP range

9

PROS

- Terrific performance
- Genuine agility
- Excellent interior quality

CONS

- Expensive to buy
- Costly options
- Small boot

IT Isn't cheap to buy, but the Porsche Taycan feels exactly like a Porsche should as soon as you take a seat behind the wheel, regardless of its fully electric powertrain.

Not only is there a healthy dose of power available across the line-up, but the Taycan also does a very respectable job of keeping its two-tonne kerbweight well under control. Aim this EV towards a corner and it feels more than agile enough to be thrown around. The steering and pedals deliver a remarkable amount of feedback, too.

If you can avoid driving everywhere with your right foot planted to the floor, Porsche's 105kWh Performance Battery Plus allows the Taycan to return up to 421 miles.

Peugeot E-3008 from £45,950

MODEL: LONG RANGE

435 MILES Claimed WLTP range

6

PROS
- Charging speeds
- Clever infotainment
- Roomy interior

CONS
- Very firm ride quality
- High-speed handling
- Vague steering

MORE and more brands are selling cars with ranges that break the 400-mile mark, and Peugeot's stylish E-3008 SUV is offering a maximum of 435 miles in order to prove that it's far more than just a looker.

This distance comes courtesy of the larger 98kWh battery pack in the Long Range variant. It costs around £2,700 more than the smaller 73kWh battery, but you get an extra 100 miles on a charge.

Peugeot has taken steps to make its cars feel a bit more upmarket in recent years, so the E-3008 is full of tech and high-quality materials. We just wish it was a bit better to drive, because performance is lacklustre and the suspension is surprisingly firm.

Vauxhall Grandland Electric from £36,445

MODEL: 97KWH LONG RANGE

425 MILES Claimed WLTP range

8

PROS
- Spacious cabin
- Well priced
- Better ride than E-3008

CONS
- Cheap interior materials
- Dull to drive
- Pricey top trim

THE Vauxhall Grandland Electric shares many of its underpinnings with the Peugeot E-3008, above, although the latter has a slight advantage when it comes to official battery range. Just like the Peugeot, though, the Vauxhall isn't exactly the last word in driving enjoyment, but it should prove to be a practical and straightforward family SUV in everyday life, which is what matters most.

One area where the Grandland has the edge over the E-3008 is ride comfort, because the EV does a respectable job of ironing out imperfections, thanks to frequency-selective damping technology. We found the Vauxhall easy to drive around town, too, thanks to great all-round visibility.

Peugeot E-5008 from £48,650

MODEL: 97KWH LONG RANGE

414 MILES Claimed WLTP range

10

PROS
- Seven seats
- Comfortable and refined
- Show-stopping interior

CONS
- Not exciting to drive
- Heat pump costs extra
- i-Cockpit won't suit all

WITH seven seats, up to 1,815 litres of cargo space and a claimed battery range of 414 miles on the WLTP combined cycle, the Peugeot E-5008 is a serious proposition as an electric family car. If you want another electric seven seater, you'll struggle to find one that's cheaper than the Peugeot. Yes, the Long Range model still costs more than £51,000, but that's over £10,000 less than the Kia EV9.

The Peugeot is a sensible car for the most part, but if you are tempted by the E-5008, you'll need to be comfortable with the brand's i-Cockpit cabin layout. You have to look at the dashboard over the steering wheel, rather than through it, and this won't suit every driver's body shape. Try before you buy!

NEW CAR PRICES

HOW OUR GUIDE WORKS

PERFORMANCE: This is the manufacturer's claimed acceleration time for a car, and is measured from 0-60mph or 0-62mph (0-100km/h), in seconds.

ECONOMY/EMISSIONS/RANGE: Combined WLTP economy in miles per gallon, emissions in grams per kilometre of CO2 and maximum claimed range for EVs. Figures are achieved in the latest WLTP tests, but will vary according to equipment and are unlikely to be representative of everyday efficiency.

INSURANCE: Group rating as quoted by the Association of British Insurers. Warranty: Next to each manufacturer's name is the basic warranty period in months and miles for the mechanicals, corrosion and paintwork. EVs and hybrids will have dedicated battery cover.

LIST PRICE: This is the on-the-road figure and includes VAT, delivery to dealer, the first 12 months' of emissions-based road tax, number plates and first registration.

WILL IT FIT? Is your garage big enough? Our measurements show the length and widthof each model, but remember estate and performance variants may be bigger.

DRIVER POWER POSITION: Auto Express's survey canvasses results from tens of thousands of motorists. Models are ratedby drivers, then ranked against others onsale in the UK. The lower the number, the higher the score a model achieved.

ROAD TAX: When a car is first registered, its first year's road tax is included in the price. This is emissions-based, and adds anything from zero on electric cars to £2,745 for vehicles emitting over 255g/km of CO_2. After 12 months, it's the owner's responsibility to tax their vehicle, and the rate depends on the fuel used:

Vehicles below £40,000

Electric vehicle:	£0
Alternative fuel:	£180
Petrol/diesel:	£190

Alternative fuels include hybrids, plug-in hybrids, bi-ethanol and LPG fuels.

Vehicles Over £40,000

Electric vehicle:	£0
Alternative fuel:	£590
Petrol/diesel:	£600

After five years, vehicles costing more than £40,000 revert to the lower rates.

Pick-up trucks: The models listed here pay a flat rate of road tax, at £345 per year.

EURO NCAP RATING: At the start of each model is its Euro NCAP crash test safety rating (if available). The maximum score is five stars, although the test has been made tougher over the years, so ratings aren't comparable between vehicles.

ABARTH

Dealers: 82 **Warranty:** 3 yrs/60000 mls

500e - 3673x1682mm
Euro NCAP: N/A **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
42kWh (152) auto 500e	164	7.0	0	23	£34195
42kWh (152) auto 500e Turismo	157	7.0	0	23	£38195

500C: add £3000

595/695 - 3657x1627mm
Euro NCAP: N/A **Driver Power:** 49th

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.4 T-Jet (145) 595	42.2	7.3	152	29	£23260
1.4 T-Jet (165) 595 Turismo	42.2	7.3	152	30	£24760
1.4 T-Jet (180) 695	40.9	6.7	156	34	£25760
1.4 T-Jet (180) 695 Turismo	40.9	6.7	156	34	£27260
1.4 T-Jet (180) 695 Competizione	40.9	6.7	156	35	£29960
1.4 T-Jet (180) 695 75th Anniv	39.2	6.7	162	35	£32930

595C/695C: add £2650

600e - 4187x1779mm
Euro NCAP: N/A **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
54kWh (240) auto 600e	200	6.2	0	35	£36975
54kWh (280) at 600e Scorpionissima	200	5.9	0	36	£41975

ALFA ROMEO

Dealers: 55 **Warranty:** 3 yrs/unlimited mls

Giulia - 4643x1873mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
2.0T (280) auto Sprint	39.2	5.7	162	24	£41645
2.0T (280) auto Veloce	39.2	5.7	162	34	£46645
2.0T (280) auto Tributo	39.2	5.7	162	34	£50245
2.9 V6TT (520) auto Quadrifoglio	28.0	3.9	229	46	£80545

Junior - 4173x1781mm
Euro NCAP: N/A **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
54kWh (156) auto Junior	247	9.0	0	23	£33895
54kWh (156) auto Speciale	254	9.0	0	23	£35695
54kWh (280) auto Veloce	200	6.0	0	34	£42295

Tonale - 4528x1841mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.5T Hybrid (160) auto Sprint	49.6	8.8	129	28	£36575
1.5T Hybrid (160) auto Veloce	49.6	8.8	129	29	£41575
1.5T Hybrid (160) auto Tributo	48.7	8.8	131	29	£45175
1.3T PHEV (280) auto Sprint Q4	201.8	6.2	30	37	£44175
1.3T PHEV (280) auto Veloce Q4	201.8	6.2	30	37	£49175
1.3T PHEV (280) auto Tributo Q4	201.8	6.2	32	38	£52775

Stelvio - 4687x1903mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
2.0T (280) auto AWD Sprint	33.6	5.7	192	30	£48750
2.0T (280) auto AWD Veloce	33.2	5.7	192	30	£53750
2.0T (280) auto AWD Tributo	32.1	5.7	200	30	£57350
2.9 V6TT (510) at AWD Q'foglio	23.9	3.8	267	50	£88645
2.2D (210) auto AWD Sprint	46.3	6.6	160	30	£46350
2.2D (210) auto AWD Veloce	46.3	6.6	160	30	£51350
2.2D (210) auto AWD Tributo	44.1	6.6	167	30	£54950

ALPINA

Dealers: 7 **Warranty:** 3 yrs/60000 mls

D3 S - 4723x1827mm
Euro NCAP: N/A **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
3.0TT (355) auto AWD saloon	39.2	4.6	188	50	£67700
3.0TT (355) at AWD Touring	39.2	4.8	188	50	£68600

B3 GT - 4725x1827mm
Euro NCAP: N/A **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
3.0TT (529) auto AWD saloon	26.6	3.4	241	50	£89300
3.0TT (529) auto AWD Touring	26.6	3.5	241	50	£90400

D4 S - 4792x1850mm
Euro NCAP: N/A **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
3.0TT (355) at AWD Gran Coupe	39.2	4.8	188	50	£71400

B4 GT - 4800x1850mm
Euro NCAP: N/A **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
3.0TT (495) at AWD Gran Coupe	26.6	3.5	241	50	£91400

B8 - 5092x1932mm
Euro NCAP: N/A **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
4.4 V8TT (621) auto Gran Coupe	23.7	3.4	270	50	£144800

XD3 - 4715x1897mm
Euro NCAP: N/A **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
3.0TT (355) auto XD3	36.7	4.9	202	50	£72000

XB7 - 5195x2000mm
Euro NCAP: N/A **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
4.4 V8TT (621) auto XB7	22.1	4.2	289	50	£166900

ALPINE

Dealers: 7 **Warranty:** 3 yrs/60000 mls

A290 - 4181x1798mm
Euro NCAP: N/A **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
52kWh (180) auto A290 GT	236	7.4	0	N/A	£33500
52kWh (180) at A290 GT Performance	236	7.4	0	N/A	£36000
52kWh (220) auto A290 GTS	226	6.4	0	N/A	£37500

A110 - 4181x1798mm
Euro NCAP: N/A **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.8T (252) auto A110	42.2	4.5	152	44	£54490
1.8T (300) auto A110 GT	41.5	4.2	154	44	£65490
1.8T (300) auto A110 S	40.9	4.2	156	46	£67490
1.8T (300) auto A110 R Turini	41.5	4.0	156	46	£91490

ARIEL

Dealers: N/A **Warranty:** 1 yr/unlimited mls

Atom - 3410x1798mm
Euro NCAP: N/A **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
2.0 (245) Atom 3.5	N/A	2.7	N/A	N/A	£32394

Nomad - 3215x1850mm
Euro NCAP: N/A **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
2.4 (235) Nomad	N/A	3.4	N/A	N/A	£33500

ASTON MARTIN

Dealers: 20 **Warranty:** 3 yrs/unlimited mls

DBX - 5039x1998mm
Euro NCAP: N/A **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
4.0 V8TT (707) auto DBX707	19.9	3.3	323	50	£205000

Vantage - 4465x1949mm
Euro NCAP: N/A **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
4.0 V8TT (665) auto Vantage	23.3	3.5	274	50	£165000
4.0 V8TT (535) auto Vantage F1 Ed	24.3	3.6	264	50	£156000
4.0 V8TT (510) auto Roadster	24.3	3.8	263	50	£138000
4.0 V8TT (535) at Roadster F1 Ed	24.3	3.7	264	50	£163000

DB12 - 4725x2060mm
Euro NCAP: N/A **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
4.0 V8TT (680) auto DB12	23.2	3.6	276	50	£185000
4.0 V8TT (680) auto DB12 Volante	23.2	4.1	276	50	£199500

DBS - 4712x1940mm
Euro NCAP: N/A **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
5.2 V12TT (715) auto DBS	20.9	3.4	306	50	£257000
5.2 V12TT (715) auto DBS Volante	21.0	3.6	306	50	£277500

AUDI

Dealers: 118 **Warranty:** 3 yrs/60000 mls

A1 Sportback - 4029x1740mm
Euro NCAP: ★★★★★ **Driver Power:** 43rd

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.0 (95) 25 TFSI Sport	52.3	11.0	124	19	£23500
1.0 (95) 25 TFSI S line	51.4	11.0	126	19	£25450
1.0 (95) 25 TFSI auto Sport	50.4	11.5	127	19	£24540
1.0 (95) 25 TFSI auto S line	49.6	11.5	129	19	£26490
1.0 (110) 30 TFSI Sport	51.4	9.7	124	19	£24235
1.0 (110) 30 TFSI S line	50.4	9.7	127	19	£26185
1.0 (110) 30 TFSI auto Sport	50.4	9.8	127	19	£25275
1.0 (110) 30 TFSI auto S line	49.6	9.8	129	19	£27225
1.5 (150) 35 TFSI auto S line	49.6	8.1	128	25	£28250

Black Edition: add £2275 to S line

A3 Sportback - 4343x1984mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.5 (116) 30 TFSI Sport	50.4	9.7	127	17	£28920
1.5 (116) 30 TFSI S line	47.9	9.7	134	18	£31250
1.5 (116) 30 TFSI auto Sport	53.3	9.9	121	16	£30470
1.5 (116) 30 TFSI auto S line	50.4	9.9	127	18	£32750
1.5 (150) 35 TFSI Sport	50.4	8.4	128	22	£30530
1.5 (150) 35 TFSI S line	47.9	8.4	134	22	£32860
1.5 (150) 35 TFSI auto Sport	53.3	8.1	121	23	£32035
1.5 (150) 35 TFSI auto S line	50.4	8.1	127	23	£34315
1.4 (245) 45 TFSI e at S line Comp	217.3	6.8	30	26	£40430
2.0 TFSI (333) quat at S3 Black Ed	33.2	4.7	193	33	£46925
2.5 TFSI (400) quattro auto RS 3	31.4	3.8	205	N/A	£56675
2.0 (150) 35 TDI auto Sport	57.6	8.1	128	23	£33935
2.0 (150) 35 TDI auto S line	55.4	8.1	134	24	£36265

Black Edition: add £1700 to S line (not 30 TFSI) **Carbon Black:** add £4650 to RS 3 **Vorsprung:** add £5475 to S3 Black Edition, add £7250 to RS 3

A3 Saloon - 4495x1984mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.5 (116) 30 TFSI Sport	52.3	9.7	124	18	£29485
1.5 (116) 30 TFSI S line	49.6	9.7	129	18	£31765
1.5 (116) 30 TFSI auto Sport	54.3	9.9	119	17	£31035
1.5 (116) 30 TFSI auto S line	52.3	9.9	123	18	£33315
1.5 (150) 35 TFSI Sport	51.4	8.4	125	22	£31050
1.5 (150) 35 TFSI S line	49.6	8.4	130	22	£33330
1.5 (150) 35 TFSI auto Sport	54.3	8.1	119	23	£32600
1.5 (150) 35 TFSI auto S line	52.3	8.1	123	23	£34880
2.0 TFSI (333) quat at S3 Black Ed	34.4	4.7	186	33	£48085
2.5 TFSI (400) quattro auto RS 3	31.7	3.8	202	36	£57015
2.0 (150) 35 TDI auto Sport	58.9	8.1	125	24	£34500
2.0 (150) 35 TDI auto S line	56.5	8.1	131	24	£36830

Black Edition: add £1700 to S line
Carbon Black: add £4650 to RS 3
Vorsprung: add £5475 to S3 add £7250 to RS 3

A4 Avant - 4726x1842mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
2.9 TFSI (450) quattro auto RS 4	28.8	4.1	221	46	£72300

Carbon Black: add £6400
Vorsprung: add £18255

A5 - 4829x1860mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
2.0 TFSI (150) auto Sport	42.2	9.8	155	N/A	£41950
2.0 TFSI (150) auto S line	41.5	9.8	154	N/A	£44100
2.0 TFSI (150) auto Edition 1	39.8	9.8	161	N/A	£49100
2.0 TFSI (204) auto Sport	42.2	7.8	155	N/A	£44290
2.0 TFSI (204) auto S line	41.5	7.8	155	N/A	£46440
2.0 TFSI (204) auto Edition 1	39.8	7.8	162	N/A	£51440
3.0 V6 TFSI (367) quat at S5 Edition 1	37.2	4.5	173	N/A	£68700
2.0 TDI (204) auto Sport	58.9	7.7	127	N/A	£46950
2.0 TDI (204) auto S line	58.9	7.7	127	N/A	£49100
2.0 TDI (204) auto Edition 1	55.4	7.7	133	N/A	£54150
2.0 TDI (204) quattro auto Sport	56.5	6.9	133	N/A	£48475
2.0 TDI (204) quattro auto S line	55.4	6.9	133	N/A	£50625
2.0 TDI (204) quattro auto Edition 1	54.3	6.9	137	N/A	£55625

A5 Avant - 4829x1860mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
2.0 TFSI (150) auto Sport	41.5	9.8	155	N/A	£43850
2.0 TFSI (150) auto S line	40.9	9.8	157	N/A	£46000
2.0 TFSI (150) auto Edition 1	39.2	9.8	164	N/A	£51000
2.0 TFSI (204) auto Sport	41.5	7.8	157	N/A	£46190
2.0 TFSI (204) auto S line	40.9	7.8	159	N/A	£48340
2.0 TFSI (204) auto Edition 1	38.7	7.8	166	N/A	£53340
3.0 V6 TFSI (367) quat at S5 Edition 1	36.2	4.5	177	N/A	£70600
2.0 TDI (204) auto Sport	57.6	7.7	129	N/A	£48850
2.0 TDI (204) auto S line	57.6	7.7	130	N/A	£51000
2.0 TDI (204) auto Edition 1	54.3	7.7	136	N/A	£56050
2.0 TDI (204) quattro auto Sport	55.4	6.9	134	N/A	£50375
2.0 TDI (204) quattro auto S line	55.4	6.9	135	N/A	£52525
2.0 TDI (204) quattro auto Edition 1	53.3	6.9	139	N/A	£57525

A5 Sportback - 4726x1842mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
2.9 TFSI (450) quattro auto RS 5	29.7	3.9	215	44	£76845

Carbon Black: add £6400
Vorsprung: add £17900

A6 - 4939x1886mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
2.0 (204) 40 TFSI auto Sport	39.2	7.3	163	32	£45840
2.0 (265) 45 TFSI quat auto Sport	37.2	6.0	173	35	£51380
2.0 (299) 50 TFSI e quat auto Sport	256.8	6.2	27	27	£58820
2.0 (204) 40 TDI quat auto Sport	50.4	7.6	147	38	£49485
3.0 V6 TDI (344) quat at S6 Black	40.4	5.0	184	44	£72330

S line: add £2635 to Sport
Black Edition: add £2425 to S line
Vorsprung: add £14400 to S6 Black Edition

A6 Avant - 4939x1886mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
2.0 (204) 40 TFSI quat auto Sport	38.2	7.5	168	32	£48405
2.0 (265) 45 TFSI quat auto Sport	36.2	6.2	178	35	£53530
2.0 (299) 50 TFSI e quat auto Sport	217.3	6.3	30	27	£60970
4.0 TFSI (600) quattro at RS 6 perf	22.4	3.6	286	50	£116120
2.0 (204) 40 TDI quat auto Sport	48.7	7.8	151	38	£52045
3.0 V6 TDI (344) quat at S6 Black	39.2	5.1	189	44	£74480

S line: add £2635 to Sport
Black Edition: add £2425 to S line
Vorsprung: add £14400 to S6 Black Edition **Carbon Black:** add £8950 to RS 6 **Carbon Vorsprung:** add £17400 to RS 6

A6 Sportback e-tron - 4928x1923mm
Euro NCAP: N/A **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
100kWh (367) quattro auto Sport	461	5.4	0	N/A	£69845
100kWh (367) quattro auto S line	461	5.4	0	N/A	£73345
100kWh (367) quattro auto Edition 1	429	5.4	0	N/A	£78345
100kWh (503) quattro at S6 Edition 1	402	4.1	0	N/A	£97445

A6 Avant e-tron - 4928x1923mm
Euro NCAP: N/A **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
100kWh (367) quattro auto Sport	435	5.4	0	N/A	£71645
100kWh (367) quattro auto S line	434	5.4	0	N/A	£75145
100kWh (367) quattro auto Edition 1	401	5.4	0	N/A	£80145
100kWh (503) quattro at S6 Edition 1	384	4.1	0	N/A	£99245

A7 Sportback - 4969x1908mm
Euro NCAP: N/A **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
2.0 (265) 45 TFSI quat auto Sport	36.2	6.2	177	40	£59540
2.0 (299) 50 TFSI e quat at Sport	235.4	6.3	29	46	£67120
4.0 TFSI (600) quattro at RS 7 perf	23.0	3.6	280	50	£119775
2.0 (204) 40 TDI quat auto Sport	48.7	7.0	152	40	£57695
3.0 V6 TDI (344) quat at S6 Black	39.2	5.1	188	50	£79240

S line: add £2300 to Sport
Black Edition: add £2800 to S line
Vorsprung: add £14955 to S7
Carbon Black: add £8950 to RS 7
Carbon Vorsprung: add £17400 to RS 7

e-tron GT - 4990x1960mm
Euro NCAP: N/A **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
93kWh (476) quattro auto	298	4.1	0	50	£87415
93kWh (598) quattro auto RS	286	3.3	0	50	£119565
93kWh (598) quat at RS Carbon Bl	286	3.3	0	50	£132955

Vorsprung: add £25150 to e-tron GT, add £6900 to RS e-tron GT Carbon Black

A8 - 5172-5302x1945mm
Euro NCAP: N/A **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
3.0 V6 (340) 55 TFSI quat at Sport	31.0	5.6	206	29	£83055
3.0 V6 (462) 60 TFSI e qt at Sport	148.7	4.9	42	50	£92380
3.0 V6 (462) 60 TFSI e qt at Sport L	148.7	4.9	43	50	£96380
4.0 V8 TFSI (571) quat at S8 Black	24.6	3.8	260	50	£111800
3.0 (286) 50 TDI quat auto Sport	40.4	5.9	185	29	£80875
3.0 (286) 50 TDI quat auto Sport L	39.8	5.9	185	29	£84875

S line: add £4250 to Sport
Black Edition: add £2300 to S line
Vorsprung: add £10750 to S8

Q2 - 4191x1794mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.0 (110) 30 TFSI Sport	48.7	11.2	131	14	£29105
1.0 (110) 30 TFSI S line	48.7	11.2	131	14	£31555
1.5 (150) 35 TFSI Sport	47.9	8.6	133	20	£30915
1.5 (150) 35 TFSI S line	47.9	8.6	133	20	£33365
1.5 (150) 35 TFSI auto Sport	46.3	8.6	138	20	£32465
1.5 (150) 35 TFSI auto S line	46.3	8.6	138	20	£34915
2.0 TFSI (296) quat at SQ2 Black Ed	34.0	4.9	188	37	£45890

Black Edition: add £1700 to S line
Vorsprung: add £3850 to SQ2

Q3 - 4484x1849mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.5 (150) 35 TFSI Sport	43.5	9.5	148	24	£34480
1.5 (150) 35 TFSI S line	43.5	9.5	148	24	£37240
1.5 (150) 35 TFSI auto Sport	43.5	9.4	148	24	£36060
1.5 (150) 35 TFSI auto S line	43.5	9.4	148	24	£38820
2.0 (190) 40 TFSI quattro at S line	34.9	7.3	184	31	£41745
2.0 (245) 45 TFSI quattro at S line	32.8	5.8	196	35	£44200
1.4 (245) 45 TFSI e auto S line	176.6	7.3	36	31	£44550
2.0 (150) 35 TDI auto Sport	52.3	9.3	142	25	£37660
2.0 (150) 35 TDI auto S line	52.3	9.3	142	25	£40420
2.0 (200) 40 TDI quattro at S line	42.8	7.3	174	25	£42845

Black Edition: add £2050 to S line

Q3 Sportback - 4484x1849mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.5 (150) 35 TFSI Sport	42.8	9.5	149	24	£36040
1.5 (150) 35 TFSI S line	42.8	9.5	149	24	£38390
1.5 (150) 35 TFSI auto Sport	42.8	9.5	149	24	£37620
1.5 (150) 35 TFSI auto S line	42.8	9.5	149	24	£39970
2.0 (190) 40 TFSI quattro at S line	36.7	7.3	175	31	£42895
2.0 (245) 45 TFSI quattro at S line	32.8	5.8	195	35	£45350
1.4 (245) 45 TFSI e auto S line	176.6	7.3	36	32	£45700
2.0 (150) 35 TDI auto Sport	51.4	9.3	143	25	£38810
2.0 (150) 35 TDI auto S line	51.4	9.3	143	25	£41145
2.0 (200) 40 TDI quattro at S line	44.8	7.3	164	25	£43995

Black Edition: add £2050 to S line

Q4 e-tron - 4588x1865mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
55kWh (170) 35 e-tron auto Sport	215	9.0	0	N/A	£48475
82kWh (286) 45 e-tron auto Sport	342	6.7	0	36	£51270

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
82kWh (286) 45 e-tron qt at Sport	320	6.6	0	37	£52700
82kWh (340) 55 e-tron qt at Sport	320	5.4	0	39	£57650

S line: add £2550
Black Edition: add £4800

Q4 Sportback e-tron - 4588x1865mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
55kWh (170) 35 e-tron auto Sport	221	9.0	0	N/A	£49525
82kWh (286) 45 e-tron auto Sport	351	6.7	0	36	£52770
82kWh (286) 45 e-tron qt at Sport	327	6.6	0	37	£54200
82kWh (340) 55 e-tron qt at Sport	327	5.4	0	39	£59150

S line: add £2550
Black Edition: add £4800

Q5 - 4663x1893mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
2.0 (265) 45 TFSI quattro at Sport	33.6	6.1	191	31	£49415
2.0 (265) 45 TFSI quattro at S line	33.6	6.1	191	31	£51565
2.0 (299) 50 TFSI e quat at Sport	188.3	6.1	35	40	£55105
2.0 (299) 50 TFSI e quat at S line	188.3	6.1	35	41	£57255
2.0 (204) 40 TDI quattro at Sport	44.8	7.6	165	31	£48210
2.0 (204) 40 TDI quattro at S line	44.8	7.6	165	31	£50775
3.0 V6 TDI (341) quat at SQ5 Black	34.9	5.1	213	N/A	£65865

Black Edition: add £2500 to S line
Vorsprung: add £12000 to SQ5

Q5 Sportback - 4663x1893mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
2.0 (265) 45 TFSI quattro at Sport	33.6	6.1	192	38	£51865
2.0 (265) 45 TFSI quattro at S line	33.6	6.1	192	38	£54015
2.0 (299) 50 TFSI e quat at Sport	188.3	6.1	36	40	£57555
2.0 (367) 50 TFSI e quat at S line	188.3	6.1	36	41	£59705
2.0 (204) 40 TDI quattro at Sport	44.8	7.6	166	35	£50660
2.0 (204) 40 TDI quattro at S line	44.8	7.6	166	35	£53225
3.0 V6 TDI (341) quat at SQ5 Black	34.4	5.1	214	N/A	£68315

Black Edition: add £2500 to S line
Vorsprung: add £12000 to SQ5

Q6 e-tron - 4771x1939mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
83kWh (252) auto Sport	326	7.0	0	44	£59975
83kWh (252) auto S line	300	7.0	0	45	£62975
83kWh (252) auto Edition 1	301	7.0	0	47	£67975
100kWh (306) auto Sport perf	393	6.7	0	45	£63475
100kWh (306) auto S line perf	361	6.7	0	47	£66475
100kWh (306) auto Edition 1 perf	363	6.7	0	48	£71475
100kWh (388) quattro auto Sport	382	5.9	0	46	£68975
100kWh (388) quattro auto S line	349	5.9	0	47	£71975
100kWh (388) quattro at Edition 1	350	5.9	0	48	£76975
100kWh (490) qt at SQ6 Edition 1	360	4.4	0	50	£92950

Q7 - 5052x1968mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
3.0 V6 (340) 55 TFSI quat at S line	26.9	5.9	238	41	£70005
3.0 V6 (394) 55 TFSI e quat at S line	217.3	5.7	29	41	£75520
4.0 V8 TFSI (507) qt at SQ7 Black	23.3	4.1	276	50	£92560
3.0 V6 (231) 45 TDI quat at S line	34.9	7.3	213	41	£67575
3.0 V6 (286) 50 TDI quat at S line	34.9	6.5	213	43	£70615

Black Edition: add £4550 to S line
Vorsprung: add £23200 to S line, add £18950 to SQ7

Q8 - 4986x1995mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
3.0 V6 (340) 55 TFSI quat at S line	27.2	5.6	235	45	£76995
3.0 V6 (394) 55 TFSI e quat at S line	217.3	5.7	30	41	£82695
4.0 V8 TFSI (507) qt at SQ8 Black	23.0	4.1	279	50	£98160
4.0 V8 TFSI (600) quattro at RS Q8	21.9	3.8	293	50	£120550
4.0 V8 TFSI (640) quat at RS Q8 perf	21.2	3.6	295	50	£135550
3.0 V6 (286) 50 TDI quat at S line	34.9	6.1	213	47	£76360

Black Edition: add £4550 to S line
Vorsprung: add £23800 to S line, add £19550 to SQ8, add £17800 to RS Q8 **Carbon Black:** add £10500 to RS Q8

A5 Coupe - 4673x1846mm
Euro NCAP: N/A **Driver Power:**N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
2.9 TFSI (450) quattro auto RS 5	29.7	3.9	215	44	£76845

Carbon Black: add £6400
Vorsprung: add £17900

R8 - 4426x1940mm
Euro NCAP: N/A **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
5.2 V10 FSI (570) at Perf RWD Ed	22.4	3.7	286	50	£146300
5.2 V10 FSI (620) quat at Perf Ed	21.9	3.1	293	50	£162405

BENTLEY

Dealers: 23 **Warranty:** 3 yrs/unlimited mls

Flying Spur - 5316x1988mm
Euro NCAP: N/A **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
3.0 V6 Hybrid (544) auto	85.6	4.3	75	50	£180400
3.0 V6 Hybrid (544) auto S	85.6	4.3	75	50	£201000
4.0 V8TT (550) auto	22.2	4.1	288	50	£175100
4.0 V8TT (550) auto S	22.2	4.1	288	50	£202400
4.0 V8 Hybrid (782) auto Speed	941.6	3.5	33	50	£226500

Bentayga - 5125x2010mm
Euro NCAP: N/A **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
3.0 V6 Hybrid (462) auto	83.1	5.3	68	50	£169200
3.0 V6 Hybrid (462) auto S	83.1	5.3	68	50	£191200
4.0 V8TT (550) auto	23.5	4.5	294	50	£169200
4.0 V8TT (550) auto S	21.7	4.5	294	50	£197500

Continental - 4895x1966mm
Euro NCAP: N/A **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
4.0 V8 Hybrid (782) auto GT Speed	1412	3.2	29	50	£236600
4.0 V8 Hybrid (782) at GT Spd Conv	1412	3.4	31	50	£259500

BMW

Dealers: 192 Warranty: 3 yrs/unlimited mls

1 Series - 4361x1800mm
Euro NCAP: N/A **Driver Power:** 25th

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.5T (170) 120 Sport	52.3	7.8	121	N/A	£31065
1.5T (170) 120 M Sport	52.3	7.8	122	N/A	£33065
2.0T (306) auto xDrive M135	36.7	4.9	174	N/A	£43000

2 Series Gran Coupe - 4526x1800mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.5T (136) 218i M Sport	49.6	9.2	130	22	£33165
1.5T (136) auto 218i M Sport	49.6	9.1	129	22	£34650
2.0T (178) auto 220i M Sport	47.1	7.1	136	27	£37450
2.0T (306) auto xDrive M235i	39.8	4.9	162	36	£44050

3 Series - 4709x1827mm
Euro NCAP: ★★★★★ **Driver Power:** 18th

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
2.0T (184) auto 320i Sport	44.1	7.4	145	29	£40220
2.0T (184) auto 320i M Sport	43.5	7.4	146	29	£41470
3.0T (374) auto M340i xDrive	35.3	4.4	182	38	£59835
3.0TT (530) at M3 Comp xDrive	28.0	3.5	227	41	£85715
2.0T PHEV (292) auto 330e Sport	217.3	5.8	30	33	£46985
2.0T PHEV (292) at 330e M Sport	201.8	5.8	31	33	£48235
2.0T PHEV (292) at 330e xD Sport	188.3	5.8	33	34	£48535
2.0T PHEV (292) a 330e xD M Spt	188.3	5.8	34	34	£49785
2.0 (190) auto 320d Sport	58.9	6.9	127	30	£43200
2.0 (190) auto 320d M Sport	57.6	6.9	129	30	£44500
3.0 (340) auto M340d xDrive	47.1	4.6	158	42	£56420

3 Series Touring - 4709x1827mm
Euro NCAP: ★★★★★ **Driver Power:** 18th

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
2.0T (184) auto 320i Sport	42.2	7.6	152	29	£42430
2.0T (184) auto 320i M Sport	42.2	7.6	152	29	£43680
3.0T (374) auto M340i xDrive	34.0	4.6	187	38	£61635
3.0TT (510) at M3 Comp xDrive	27.4	3.6	233	41	£87945
2.0T PHEV (292) auto 330e Sport	201.8	5.8	31	33	£48785
2.0T PHEV (292) at 330e M Sport	201.8	5.8	31	33	£50035
2.0T PHEV (292) at 330e xD Sport	176.6	5.8	35	34	£50335
2.0T PHEV (292) a 330e xD M Spt	176.6	5.8	36	34	£51585
2.0 (190) auto 320d Sport	56.5	7.2	132	30	£45050
2.0 (190) auto 320d M Sport	55.4	7.2	133	30	£46300
3.0 (340) auto M340d xDrive	45.6	4.7	163	42	£61220

i4 - 4783x1852mm
Euro NCAP: ★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
70.2kWh (286) at eDrive35 Sport	299	6.0	0	38	£51270
70.2kWh (286) at eDriv35 M Sport	288	6.0	0	38	£52770
80.7kWh (340) at eDrive40 Sport	365	5.7	0	35	£59365
80.7kWh (340) at eDriv40 M Sport	352	5.7	0	36	£60865
80.7kWh (544) auto M50 xDrive	318	3.9	0	43	£70900

5 Series - 5060x1900mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
2.0T (208) auto 520i M Sport	48.7	7.5	132	35	£51015
2.0T (299) auto 530e M Sport	470.8	6.3	14	39	£59455
3.0T (489) at 550e xDrive M Sport	353.1	4.3	20	44	£76605
4.4 V8TT (727) auto M5 xDrive	201.8	3.5	32	47	£111405

M Sport Pro: add £3000 to M Sport

5 Series Touring - 5060x1900mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
2.0T (299) auto 530e M Sport	403.5	6.3	16	39	£61705
4.4 V8TT (727) auto M5 xDrive	166.2	3.5	39	47	£113405

M Sport Pro: add £3000 to M Sport

i5 - 5060x1900mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
83.9kWh (340) at eDriv40 Spt Ed	356	6.0	0	43	£67695
83.9kWh (340) at eDriv40 M Sport	357	6.0	0	43	£74105
83.9kWh (601) auto M60 xDrive	315	3.8	0	49	£97745

M Sport Pro: add £4000 to M Sport

i5 Touring - 5060x1900mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
83.9kWh (340) at eDriv40 Spt Ed	342	6.1	0	43	£69945
83.9kWh (340) at eDriv40 M Sport	344	6.1	0	43	£76355
83.9kWh (601) auto M60 xDrive	310	3.9	0	50	£99995

M Sport Pro: add £4000 to M Sport

7 Series - 5391x1950mm
Euro NCAP: N/A **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
3.0T PHEV (489) at 750e xD Excell	282.5	4.8	22	50	£105510
3.0T PHEV (489) at 750e xD M Spt	282.5	4.8	22	50	£110010
3.0T PHEV (571) at M760e xDrive	256.8	4.3	158	50	£121085

i7 - 5391x1950mm
Euro NCAP: N/A **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
106kWh (455) at eDriv50 Ex'lence	379	5.5	0	50	£101765
106kWh (455) at eDriv50 M Sport	379	5.5	0	50	£106265
106kWh (544) at xDriv60 Ex'lence	387	4.7	0	50	£115735
106kWh (544) at xDriv60 M Sport	384	4.7	0	50	£120235
106kWh (660) auto M70 xDrive	348	3.7	0	50	£164320

Pro: add £20445 to Excellence, add £23195 to M Sport

8 Series Gran Coupe - 4843x1902mm
Euro NCAP: N/A **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
3.0T (333) auto 840i M Sport	33.2	5.4	194	44	£81490
4.4 V8TT (530) auto M850i xDrive	26.4	3.9	243	49	£113545
4.4 V8TT (625) at M8 Competition	24.8	3.2	261	50	£139745

2 Series Active Tourer - 4386x1824mm
Euro NCAP: N/A **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
2.0T (170) auto 220i Sport	47.9	8.1	135	24	£34055
2.0T (218) auto 223i Sport	46.3	7.0	138	29	£36840
2.0T PHEV (245) at 225e xDrv Spt	353.1	6.7	19	27	£40070
2.0T PHEV (326) at 230e xDr M Sp	353.1	5.5	19	33	£46680

Luxury: add £865 to Sport
M Sport: add £3730 to Sport

X1 - 4500x1845mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.5T (170) auto sDrive20i Sport	47.9	8.3	134	25	£35410
1.5T (170) auto sDrive20i xLine	47.1	8.3	135	25	£37440
2.0T (218) auto xDrive23i xLine	42.8	7.1	148	31	£40585
2.0T (300) auto xDrive M35i	36.2	5.4	175	35	£49385
1.5T PHEV (245) at xDriv25e Sport	403.5	7.1	15	29	£42670
1.5T PHEV (245) at xDriv25e xLine	403.5	7.1	16	30	£44670
1.5T PHEV (326) at xDriv30e xLine	353.1	5.6	17	33	£46940
2.0 (150) auto sDrive18d Sport	57.6	8.9	129	24	£36620
2.0 (150) auto sDrive18d xLine	56.5	8.9	131	24	£38650
2.0 (211) auto xDrive23d xLine	57.6	7.4	128	30	£42190
65kWh (204) at iX1 eDr20 Sport	293	8.6	0	29	£46205
65kWh (204) at iX1 eDr20 xLine	288	8.6	0	29	£48205
65kWh (306) at iX1 xDr30 xLine	270	5.6	0	37	£54125

M Sport: add £2750 to xLine

X2 - 4554x1845mm
Euro NCAP: N/A **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.5T (170) auto xDrive20i M Sport	48.7	8.3	131	25	£41680
2.0T (300) auto M35i	36.7	5.4	174	34	£50785
65kWh (204) at iX2 eDr20 M Sport	283	8.6	0	31	£51615
65kWh (306) at iX2 xDr30 M Sport	267	5.6	0	38	£57445

X3 - 4755x1920mm
Euro NCAP: ★★★★★ **Driver Power:** 36th

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
2.0T (208) auto 20 xDrive xLine	40.9	7.8	156	N/A	£48375
2.0T PHEV (299) at 30e xDrive xLine	282.5	6.2	22	N/A	£57245
3.0T (398) auto M50 xDrive	36.7	4.6	175	N/A	£66980
2.0 (190) auto 20d xDrive xLine	48.7	7.7	153	N/A	£49785
80kWh (286) auto iX3 M Sport	292	6.8	0	N/A	£65160

M Sport: add £1800 to xLine
M Sport Pro: add £3000 to iX3

X4 - 4752x1918mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
3.0T (360) auto xDrive M40i	31.4	4.9	205	43	£68330
3.0TT (510) at X4 M Competition	25.0	3.8	258	46	£95565
2.0 (190) auto xDrive20d M Sport	47.9	7.9	153	32	£54035
3.0 (286) auto xDrive30d M Sport	46.3	5.7	159	41	£60415
3.0 (340) auto M40d	41.5	4.9	179	45	£67820

X5 - 4922x2004mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
3.0T PHEV (489) at xDriv50e M Spt	235.4	4.8	27	48	£82055
4.4 V8TT (530) auto M60i xDrive	24.4	4.3	262	50	£94390
4.4 V8TT (625) at X5 M Comp	21.1	3.8	304	50	£128845
3.0 (298) auto xDrive30d xLine	39.8	6.1	186	45	£70685
3.0 (352) auto xDrive40d M Sport	37.7	5.5	196	48	£78890

M Sport: add £4055 to xLine

X6 - 4935x2004mm
Euro NCAP: N/A **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
3.0T (381) auto xDrive40i M Sport	32.8	5.4	195	50	£78750
4.4 V8TT (530) auto M60i xDrive	25.2	4.3	257	50	£93170
4.4 V8TT (625) at X6 M Comp	21.4	3.8	300	50	£131545
3.0 (286) auto xDrive30d M Sport	39.8	6.1	187	50	£76925
3.0 (352) auto xDrive40d M Sport	38.7	5.5	191	50	£81640

iX - 4953x1967mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
71kWh (326) at xDrive40 Sport	264	6.1	0	47	£70985
71kWh (326) at xDrive40 M Sport	264	6.1	0	47	£73985
71kWh (523) at xDrive50 M Sport	383	4.6	0	50	£104285
71kWh (619) auto xDrive M60	348	3.8	0	50	£124605

X7 - 5151x2000mm
Euro NCAP: N/A **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
3.0 (381) at xDrive40i Excellence	29.4	5.8	217	50	£88890
4.4 V8TT (530) auto M60i xDrive	23.2	4.7	276	50	£113055
3.0 (352) at xDrive40d Excellence	36.2	5.9	205	50	£89515

M Sport: add £3000 to Excellence

XM - 5110x2005mm
Euro NCAP: N/A **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
3.0T PHEV (476) auto XM 50e	201.8	4.3	32	50	£110730
4.4 V8TT PHEV (653) auto XM	176.6	4.3	39	50	£150270
4.4 V8TT PHEV (748) auto Label	166.2	3.8	37	50	£174330

2 Series Coupe - 4537x1838mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
2.0T (184) auto 220i M Sport	44.1	7.5	146	28	£38040
2.0T (245) auto 230i M Sport	42.8	5.9	151	33	£41095
3.0TT (374) auto M240i xDrive	34.9	4.3	185	37	£48045
3.0TT (480) M2	28.2	4.2	227	42	£67150
3.0TT (480) auto M2	29.1	4.0	219	42	£65915

4 Series Coupe - 4640x1825mm
Euro NCAP: N/A **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
2.0T (184) auto 420i M Sport	44.8	7.5	144	30	£44195
3.0TT (374) auto M440i xDrive	36.2	4.5	176	40	£60725
3.0TT (530) auto M4 Comp xDrive	28.2	3.5	226	44	£87495
3.0TT (551) auto M4 CS xDrive	27.7	3.4	232	47	£120345

4 Series Convertible - 4640x1825mm
Euro NCAP: N/A **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
2.0T (184) auto 420i M Sport	41.5	8.2	154	33	£51280
3.0TT (374) auto M440i xDrive	35.3	4.9	182	43	£67400
3.0TT (530) auto M4 Comp xDrive	27.7	3.7	231	46	£91500

8 Series Coupe - 4843x1902mm
Euro NCAP: N/A **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
3.0TT (333) auto 840i M Sport	33.6	5.2	190	45	£83990
4.4 V8TT (530) auto M850i xDrive	26.9	3.9	239	50	£116045
4.4 V8TT (625) at M8 Competition	25.0	3.2	257	50	£140355

8 Series Convertible - 4843x1902mm
Euro NCAP: N/A **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
3.0TT (333) auto 840i M Sport	33.2	5.5	195	48	£90990
4.4 V8TT (530) auto M850i xDrive	26.4	4.1	244	50	£123405
4.4 V8TT (625) at M8 Competition	24.8	3.4	261	50	£147355

Z4 - 4324x1864mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
2.0T (197) auto sDrive20i M Sport	39.8	6.6	161	30	£45170
3.0TT (340) M40i	32.5	4.6	197	38	£63230
3.0TT (340) auto M40i	34.9	4.5	183	38	£57350

BYD

Dealers: 4 **Warranty:** 6 yrs/150000 mls

Dolphin - 4290x1770mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
44.9kWh (95) auto Active	211	N/A	0	23	£26195
44.9kWh (95) auto Boost	193	N/A	0	31	£27195
60.4kWh (204) auto Comfort	265	7.0	0	33	£30195
60.4kWh (204) auto Design	265	7.0	0	33	£31695

Atto 3 - 4455x1875mm
Euro NCAP: N/A **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
60.5kWh (204) auto Comfort	260	7.3	0	40	£37695
60.5kWh (204) auto Design	260	7.3	0	41	£39695

Seal - 4800x1875mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
83kWh (312) auto Design	354	5.9	0	48	£45695
83kWh (530) auto Excellence AWD	323	3.8	0	50	£48695

Seal U - 4775x1890mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.5 DM-i (218) auto Boost	313.9	8.9	21	32	£33205
1.5 DM-i (218) auto Comfort	706.8	8.9	9	32	£35205
1.5 DM-i (324) auto Design AWD	235.4	5.9	26	40	£39905

Sealion 7 - 4830x1925mm
Euro NCAP: N/A **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
82.5kWh (313) auto Comfort	300	6.7	0	N/A	£44990
82.5kWh (530) auto Design AWD	283	4.5	0	N/A	£49290
91.3kWh (530) auto Excellence AWD	312	4.5	0	N/A	£57290

CADILLAC

Dealers: 1 **Warranty:** 4 yrs/60000 mls

Lyriq - 5005x1977mm
Euro NCAP: N/A **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
102kWh (528) auto 600E4 Luxury	329	5.3	0	N/A	£75000
102kWh (528) auto 600E4 Sport	329	5.3	0	N/A	£75000

CATERHAM

Dealers: 5 **Warranty:** N/A

Seven - 3100-3350x1470-1685mm
Euro NCAP: N/A **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
0.7T (84) 170	N/A	6.9	109	N/A	£29490
0.7T (84) Super Seven 600	N/A	6.9	109	N/A	£30490
2.0 (180) 360	N/A	4.8	N/A	N/A	£38490
2.0 (180) Super Seven 2000	N/A	4.8	N/A	N/A	£40990
2.0 (210) 420	N/A	3.8	N/A	N/A	£41990
2.0 (210) 420 Cup	N/A	3.8	N/A	N/A	£56490
2.0 S/C (310) 620	N/A	2.8	N/A	N/A	£58490

Large chassis: add £2750
factory build: add £2595 (included on 420 Cup/620)

CHEVROLET

Dealers: 1 **Warranty:** 3 yrs/60000 mls

Corvette - 4634x1934mm
Euro NCAP: N/A **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
6.2 V8 (482) auto Stingray 2LT	23.3	3.5	277	50	£93730
6.2 V8 (482) auto Stingray 3LT	23.3	3.5	277	50	£96680

Convertible: add £5000

CITROEN

Dealers: 196 **Warranty:** 3 yrs/60000 mls

Ami - 2410x1390mm
Euro NCAP: N/A **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
5.5kWh (6kW) auto Ami	46	N/A	0	N/A	£7695
5.5kWh (6kW) at My Ami Cargo	46	N/A	0	N/A	£7954
5.5kWh (6kW) at My Ami Colour	46	N/A	0	N/A	£8095
5.5kWh (6kW) auto My Ami Peps	46	N/A	0	N/A	£8595

C3/e-C3 - 4015x1813mm
Euro NCAP: N/A **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.2 Turbo (100) Plus	46.0	10.6	128	N/A	£17990
44kWh (113) auto Plus	199	10.4	0	N/A	£21990
44kWh (113) auto Max	199	10.4	0	N/A	£23690

C3 Origin - 3996x1749mm
Euro NCAP: ★★★★ **Driver Power:** 17th

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.2 PureTech (83) You!	53.4	12.5	123	14	£21990
1.2 PureTech (83) Plus	53.4	12.5	124	16	£21990
1.2 PureTech (83) Max	53.4	12.5	125	12	£21990
1.2 PureTech (110) Max	53.3	9.4	126	20	£21990
1.2 PureTech (110) auto Plus	59.8	10.1	134	22	£21990
1.2 PureTech (110) auto Max	59.8	10.1	136	18	£23690

C4/e-C4 - 4360x1800mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.2 PureTech (100) You!	54.6	10.8	122	14	£19720
1.2 PureTech (130) Plus	54.7	8.9	122	19	£23755
1.2 PureTech (130) Max	54.7	8.9	119	19	£25645
1.2 PureTech (130) auto Plus	50.7	9.4	131	18	£25165
1.2 PureTech (130) auto Max	50.7	9.4	131	19	£27050
1.2 Hybrid (100) auto You!	62.1	10.7	107	N/A	£22015
1.2 Hybrid (136) auto Plus	62.1	8.0	107	22	£26505
1.2 Hybrid (136) auto Max	62.1	8.0	107	22	£28395
50kWh (136) auto You!	220	10.0	0	21	£31960
50kWh (136) auto Max	219	10.0	0	22	£34900
54kWh (156) auto Max	257	9.2	0	24	£35800

E-Series: add £1160 to e-C4 Max

C4 X/e-C4 X - 4600x1834mm
Euro NCAP: N/A **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.2 PureTech (100) You!	54.6	11.6	123	15	£19720
1.2 PureTech (130) auto Plus	50.7	10.3	132	20	£25165
1.2 PureTech (130) auto Max	50.7	10.3	132	20	£27050
1.2 Hybrid (136) auto Plus	62.1	8.1	106	23	£26505
1.2 Hybrid (136) auto Max	62.1	8.1	106	23	£28395
50kWh (136) auto You!	219	10.0	0	22	£31960
50kWh (136) auto Max	219	10.0	0	22	£34900
54kWh (156) auto Max	260	9.3	0	23	£35800

E-Series: add £1160 to e-C4 Max

C5 X - 4805x1865mm
Euro NCAP: N/A **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.2 PureTech (130) auto You!	48.1	10.4	137	20	£29440
1.2 PureTech (130) auto Plus	48.1	10.4	137	20	£30940
1.2 PureTech (130) auto Max	48.1	10.4	137	20	£32930
1.2 Hybrid (136) auto Plus	58.9	9.7	116	N/A	£32240
1.2 Hybrid (136) auto Max	58.9	9.7	116	N/A	£34230
1.6 PureTech PHEV (225) auto Plus	236.2	7.9	32	31	£39300
1.6 PureTech PHEV (225) auto Max	236.2	7.9	33	31	£41290

Hypnos: add £2000 to PHEV (225)Max

Berlingo - 4403-4753x1848mm
Euro NCAP: ★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.2 PureTech (110) Plus M	45.5	11.5	154	12	£23250
1.5 BlueHDi (130) auto Plus M	51.8	11.2	152	15	£26950
1.5 BlueHDi (130) auto Max M	51.8	11.2	153	15	£29465
52kWh (136) auto Plus M	212	N/A	0	20	£31135
52kWh (136) auto Max M	211	N/A	0	21	£33650
52kWh (136) auto Plus XL	206	N/A	0	21	£32035

SpaceTourer - 4980-5330x1920mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
2.0 BlueHDi (180) at Holidays Max M	40.7	10.6	208	N/A	£56590
50kWh (136) auto You! M	136	13.1	0	30	£38135

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
50kWh (136) auto You! XL	134	13.1	0	31	£39035
75kWh (136) auto You! M	215	13.1	0	31	£43535
75kWh (136) auto You! XL	215	13.1	0	32	£44435

Max: add £10840 to 75kWh

C3/e-C3 Aircross - 4395x1850mm
Euro NCAP: N/A **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.2 PureTech (100) Plus	50.2	10.6	136	N/A	£20240
1.2 Hybrid (136) auto Plus	57.4	10.1	121	N/A	£23740
1.2 Hybrid (136) auto Max	57.4	10.1	121	N/A	£25740
44kWh (113) auto Plus	188	12.9	0	N/A	£22990
44kWh (113) auto Max	188	12.9	0	N/A	£24990

Seven seats: add £765 to 1.2

C5 Aircross - 4500x1969mm
Euro NCAP: ★★★★★ **Driver Power:** 9th

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.2 PureTech (130) Plus	48.9	10.3	140	18	£24280
1.2 PureTech (130) Max	48.9	10.3	140	18	£28125
1.2 Hybrid (136) auto Max	53.3	10.2	128	21	£31490
1.2 Hybrid (136) auto E-Series	53.3	10.2	130	21	£34080
1.6 PureTech PHEV (225) auto Max	220.9	8.7	33	28	£36495
1.6 PureTech PHV (225) at E-Series	220.9	8.7	34	28	£39135
1.5 BlueHDi (130) auto Plus	54.1	10.6	144	19	£26880
1.5 BlueHDi (130) auto Max	54.1	10.6	144	19	£30725

CUPRA

Dealers: 128 **Warranty:** 3 yrs/60000 mls

Leon - 4398x1799mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.5 TSI (150) V1	48.7	8.9	132	20	£31090
1.5 TSI (150) V2	47.1	8.9	137	21	£33405
1.5 eTSI (150) auto V1	51.4	8.7	124	21	£32965
1.5 eTSI (150) auto V2	49.6	8.7	129	21	£35265
1.5 TSI e-Hybrid (204) auto V1	706.2	7.7	9	26	£38940
1.5 TSI e-Hybrid (204) auto V2	706.2	7.7	9	26	£41240
1.5 TSI e-Hybrid (272) auto VZ1	706.2	7.1	9	28	£42075
1.5 TSI e-Hybrid (272) auto VZ2	706.2	7.1	9	29	£44530
1.5 TSI e-Hybrid (272) at VZ First Ed	706.2	7.1	10	29	£45850
2.0 TSI (300) auto VZ1	36.7	5.7	173	30	£41465
2.0 TSI (300) auto VZ2	37.2	5.7	174	31	£43920

V3: add £1650 to 1.5 TSI V2, add £1995 to eTSI V2, add £1935 to e-Hybrid V2 **VZ3:** add £3330 to VZ2

Leon Estate - 4657x1799mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.5 TSI (150) V1	47.9	9.2	134	20	£33370
1.5 TSI (150) V2	46.3	9.2	139	20	£35915
1.5 eTSI (150) auto V1	51.4	9.0	126	21	£35245
1.5 eTSI (150) auto V2	49.6	9.0	130	21	£37775
1.5 TSI e-Hybrid (272) auto VZ2	706.2	7.3	10	29	£44400
1.5 TSI e-Hybrid (272) auto VZ2	706.2	7.3	10	29	£46855
1.5 TSI e-Hybrid (272) at VZ First Ed	565.0	7.3	11	30	£48270
2.0 TSI (333) auto 4Drive VZ1	34.0	4.8	188	34	£45190
2.0 TSI (333) auto 4Drive VZ2	34.0	4.8	188	33	£47645

V3: add £1650 to 1.5 TSI V2, add £1935 to e-Hybrid V2 **VZ3:** add £3330 to VZ2

Born - 4322x1809mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
59kWh (230) auto V1	262	6.6	0	26	£35495
59kWh (230) auto V2	262	6.6	0	27	£37265
77kWh (230) auto V3	341	7.0	0	28	£41795
79kWh (326) auto VZ	366	5.6	0	34	£44625

V3: add £1750 to 58kWh V2

Ateca - 4394x1841mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.5 TSI (150) auto V1	42.2	9.3	153	17	£36700
2.0 TSI (190) auto 4Drive V1	35.8	7.2	180	24	£40500
2.0 TSI (300) auto 4Drive VZ1	31.4	4.9	205	30	£44705
2.0 TSI (300) auto 4Drive VZ2	31.4	4.9	205	31	£47405
2.0 TSI (300) auto 4Drive VZ3	31.4	4.9	205	32	£50345

V2: add £1785 to V1
VZN: add £2000 to VZ3

Formentor - 4451x1839mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.5 TSI (150) V1	45.6	N/A	140	N/A	£33450
1.5 TSI (150) V2	44.8	N/A	143	N/A	£35840
1.5 eTSI (150) auto V1	47.9	9.0	133	N/A	£35745
1.5 eTSI (150) auto V2	47.1	9.0	136	N/A	£37750
1.5 TSI e-Hybrid (204) auto V1	706.2	7.9	9	N/A	£41510
1.5 TSI e-Hybrid (204) auto V2	706.2	7.9	10	N/A	£43785
1.5 TSI e-Hybrid (272) auto VZ1	706.2	7.2	10	N/A	£44845
1.5 TSI e-Hybrid (272) auto VZ2	706.2	7.2	10	N/A	£47605
2.0 TSI (333) auto 4Drive VZ1	32.5	4.8	198	N/A	£45685
2.0 TSI (333) auto 4Drive VZ2	32.1	4.8	199	N/A	£48445

V3: add £1995 to 1.5 TSI V2, add £2300 eTSI V2, add £2290 to e-Hybrid V2 **VZ3:** add £3160 to VZ2
VZN: add £4185 to VZ2

Tavascan - 4644x1861mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
77kWh (286) auto V1	337	6.8	0	N/A	£47340
77kWh (286) auto V2	337	6.8	0	N/A	£53835
77kWh (340) auto 4Drive VZ1	318	5.5	0	N/A	£55935
77kWh (340) auto 4Drive VZ2	299	5.5	0	N/A	£60835

DACIA

Dealers: 127 **Warranty:** 3 yrs/60000 mls

Sandero - 4088x1848mm
Euro NCAP: ★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.0 TCe (90) Essential	53.3	12.2	119	12	£13795
1.0 TCe (90) Expression	53.3	12.2	119	14	£14795
1.0 TCe (90) Journey	53.3	12.2	119	14	£15795
1.0 TCe (90) auto Journey	49.6	13.4	129	12	£17295
1.0 TCe Bi-Fuel (100) Essential	52.3	12.2	106	8	£13795
1.0 TCe Bi-Fuel (100) Expression	52.4	12.2	106	8	£14795
1.0 TCe Bi-Fuel (100) Journey	52.4	12.2	106	8	£15795

Sandero Stepway - 4099x1848mm
Euro NCAP: ★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.0 TCe (90) Essential	50.4	12.0	127	10	£15295
1.0 TCe (90) Expression	50.4	12.0	127	10	£16295
1.0 TCe (90) auto Extreme	45.6	14.2	140	10	£19145
1.0 TCe Bi-Fuel (100) Essential	48.7	11.9	115	10	£15295
1.0 TCe Bi-Fuel (100) Expression	48.7	11.9	115	11	£16295
1.0 TCe (110) Extreme	51.4	10.0	125	17	£18645

Extreme: add £1350 to Expression

Jogger - 4547x1784mm
Euro NCAP: N/A **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.0 TCe (110) Essential	47.9	11.2	132	13	£18295
1.0 TCe (110) Expression	48.7	11.2	132	13	£19595
1.0 TCe (110) Extreme	48.7	11.2	132	13	£20595
1.6 TCe Hyb (140) at Expression	58.9	10.0	108	15	£22995
1.6 TCe Hyb (140) at Extreme	57.6	10.0	109	15	£23995

Spring - 3701x1583mm
Euro NCAP: N/A **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
27kWh (45) auto Expression	140	19.1	0	24	£14995
27kWh (65) auto Expression	140	13.7	0	25	£15995
27kWh (65) auto Extreme	140	13.7	0	25	£16995

Duster - 4343x1813mm
Euro NCAP: ★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.0 TCe Bi-Fuel (100) Essential 4x2	43.5	14.1	126	17	£18745
1.2 TCe (130) Expression 4x2	51.3	9.9	124	24	£21245
1.2 TCe (130) Expression 4x4	46.3	11.0	135	24	£23445
1.6 Hybrid (140) at Expression 4x2	55.3	10.1	114	24	£24245

Journey: add £1700 to Expression
Extreme: add £2500 to Expression

DS

Dealers: 196 **Warranty:** 3 yrs/60000 mls

DS 3 - 4118x1791mm
Euro NCAP: ★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.2 P'Tech (100) Performance Line	54.3	10.9	126	15	£27200
1.2 P'Tech (130) auto Perf Line	48.7	9.2	135	20	£29765
1.2 Hybrid (136) auto Perf Line	62.1	9.2	112	21	£31110
54kWh (155) at E-Tense Perf Line	248	9.0	0	29	£38465

Opera: add £4770 to petrol Performance Line, add £4750 to E-Tense

DS 4 - 4400x1830mm
Euro NCAP: ★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.2 PureTech (130) auto Pallas	48.6	10.4	138	18	£32450
1.2 PureTech (130) auto Etoile	48.6	10.4	138	20	£35250
1.2 Hybrid (136) auto Pallas	54.3	10.4	117	19	£33800
1.2 Hybrid (136) auto Etoile	54.3	10.4	117	20	£36600
1.6 Hybrid E-Tense (225) at Pallas	323.3	7.7	33	28	£40680
1.6 Hybrid E-Tense (225) at Etoile	323.3	7.7	33	30	£43480
1.5 BlueHDi (130) auto Pallas	56.5	10.9	137	20	£34400
1.5 BlueHDi (130) auto Etoile	56.5	10.9	137	21	£37200

DS 9 - 4934x1932mm
Euro NCAP: ★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.6 Hybrid E-Tense (250) at Rivoli+	353.1	8.1	22	41	£56200
1.6 Hybrid E-Tense (250) at Opera	353.1	8.1	23	42	£64800
1.6 Hyb E-Ten (360) at 4x4 Opera	188.3	5.6	35	45	£73615
1.6 Hyb E-Ten (360) at 4x4 Esprit d V	188.3	5.6	35	45	£74615

DS 7 Crossback - 4593x1890mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.6 Hyb E-Tense (225) at Perf Lin+	220.9	8.9	33	34	£48300
1.6 Hyb E-Tns (300) at P Line+ 4x4	222.3	5.9	32	40	£53180
1.6 Hyb E-Tns (360) at P Line+ 4x4	161.1	5.6	44	41	£57060
1.5 B'HDi (130) at Performance Li+	53.3	10.7	146	26	£40360

Rivoli: add £1180 to Performance Line+ (not E-Tense 360) **Opera:** add £3840 to Performance Line+ (not BlueHDi)

FERRARI

Dealers: 14 **Warranty:** 4 yrs/unlimited mls

Purosangue - 4973x2028mm
Euro NCAP: N/A **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
6.5 V12 (725) auto Purosangue	19.0	3.3	337	50	£313501

Roma - 4656x1974mm
Euro NCAP: N/A **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
3.9 V8TT (620) auto Roma	29.1	3.4	220	50	£183200
3.9 V8TT (620) auto Spider	29.7	3.4	217	50	£210838

296 - 4565x1958mm
Euro NCAP: N/A **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
3.0 V6TT Hybrid (830) auto 296 GTB	32.1	2.9	198	50	£256535
3.0 V6TT Hybrid (830) auto 296 GTS	31.4	2.9	205	50	£279343

12Cilindri - 4733x2176mm
Euro NCAP: N/A **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
6.5 V12 (830) auto 12Cilindri	N/A	2.9	N/A	50	£336500
6.5 V12 (830) auto 12Cilindri Spider	N/A	3.0	N/A	50	£366500

SF90 Stradale - 4710-4850x1972-2000mm
Euro NCAP: N/A **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
4.0 V8TT (1000) auto SF90 Stradale	29.7	2.5	217	50	£379225
4.0 V8TT (1000) auto SF90 Spider	25.9	2.5	248	50	£418274
4.0 V8TT (1030) at SF90XX Stradale	39.2	2.3	167	50	£676694
4.0 V8TT (1030) auto SF90XX Spider	39.2	2.3	167	50	£747197

FIAT

Dealers: 96 **Warranty:** 3 yrs/60000 mls

Panda - 3653x1643mm
Euro NCAP: N/A **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.0 FireFly Hybrid (70) Panda	57.6	13.9	111	6	£14775
1.0 FireFly Hybrid (70) (Red)	56.5	14.7	113	6	£16775
1.0 FireFly Hybrid (70) Top	56.5	14.7	113	6	£16275
1.0 FireFly Hybrid (70) Garmin	56.5	14.7	113	6	£17775

500 - 3571-3632x1900-1627mm
Euro NCAP: ★★★★ **Driver Power:** 49th

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.0 FireFly Hybrid (70)	56.5	13.8	114	8	£16800
1.0 FireFly Hybrid (70) Top	55.4	13.8	116	9	£18300
24kWh (95) auto	118	9.5	0	16	£24995
42kWh (118) auto	200	9.0	0	17	£27995
42kWh (118) auto La Prima	194	9.0	0	18	£30995

500C: add £2675 to Hybrid, add £6000 to Electric

500X - 4269x1796mm
Euro NCAP: ★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.3T FireFly 48v (130) auto	49.6	9.4	129	14	£28525
1.3T FireFly 48v (130) auto (Red)	49.6	9.4	129	14	£29985
1.3T FireFly 48v (130) auto Top	47.9	9.4	133	14	£29985

Dolcevita: add £2650

600 - 4171x1781mm
Euro NCAP: N/A **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.2 Hybrid (100) auto	58.9	10.9	109	N/A	£23975
1.2 Hybrid (100) auto La Prima	57.6	10.9	109	N/A	£26975
1.2 Hybrid (136) auto	58.9	8.5	109	N/A	£24975
1.2 Hybrid (136) auto La Prima	57.6	8.5	109	N/A	£27975
54kWh (154) auto (Red)	254	9.0	0	N/A	£32995
54kWh (154) auto La Prima	252	9.0	0	N/A	£36995

FORD

Dealers: 781 **Warranty:** 3 yrs/60000 mls

Focus - 4397x1825mm
Euro NCAP: ★★★★★ **Driver Power:** 47th

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.0T EcoBoost (125) Titanium	54.3	10.2	118	13	£28500
1.0T EcoBoost (125) ST-Line	54.3	10.2	119	13	£29330
1.0T EcoBoost (125) Active X	54.3	10.2	123	13	£31530
1.0T EcoBoost (155) auto Titanium	53.3	8.4	120	17	£30350
1.0T EcoBoost (155) auto ST-Line	53.3	8.4	120	17	£31180
1.0T EcoBoost (155) auto Active X	53.3	8.4	125	17	£33380
2.3T EcoBoost (280) ST	35.3	5.7	183	27	£37705
2.3T EcoBoost (280) ST Edition	35.3	5.7	183	27	£42905
2.3T EcoBoost (280) auto ST	35.8	5.7	182	27	£39155

Estate: add £1160-£1600
Titanium X: add £2200 to Titanium
ST-Line X: add £2200 to ST-Line

Tourneo Courier - 4337x1791mm
Euro NCAP: ★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.0 EcoBoost (125) Titanium	42.2	N/A	152	10	£25900
1.0 EcoBoost (125) Active	42.2	N/A	152	11	£27220
1.0 EcoBoost (125) auto Titanium	39.2	N/A	164	13	£27100
1.0 EcoBoost (125) auto Active	39.2	N/A	164	13	£28420

Tourneo Connect - 4515-4868x1855mm
Euro NCAP: N/A **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.5 EcoBoost (115) auto Titanium	41.8	N/A	153	11	£33820
1.5 EcoBoost (115) auto Grand Titan	40.7	N/A	158	11	£34260
1.5 PHEV (150) auto Titanium	589.6	N/A	10	N/A	£37040
1.5 PHEV (150) auto Active	592.0	N/A	10	N/A	£38240
1.5 PHEV (150) auto Grand Titanium	549.0	N/A	11	N/A	£38840
1.5 PHEV (150) auto Grand Active	551.2	N/A	11	N/A	£39360
2.0 EcoBlue (122) auto Titanium	50.4	N/A	147	13	£35510
2.0 EcoBlue (122) auto Grand Titan	49.2	N/A	150	13	£36710
2.0 EcoBlue (122) auto Active	50.5	N/A	146	13	£37310
2.0 EcoBlue (122) auto Grand Active	49.2	N/A	150	13	£38510

Tourneo Custom - 5050-5450x2032mm
Euro NCAP: N/A **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
2.5 PHEV (232) Zetec	157.0	N/A	41	N/A	£57253
2.5 PHEV (232) Titanium	157.0	N/A	41	N/A	£57253
2.5 PHEV (232) Active	149.0	N/A	43	N/A	£62533
2.5 PHEV (232) Titanium X	149.0	N/A	43	N/A	£64213
2.0 EcoBlue (136) Zetec	38.2	N/A	194	N/A	£54763
2.0 EcoBlue (136) Titanium	37.7	N/A	195	N/A	£57163
2.0 EcoBlue (136) auto Zetec	34.9	N/A	211	N/A	£57403
2.0 EcoBlue (136) auto Titanium	34.9	N/A	212	N/A	£59803
2.0 EcoBlue (150) Titanium	37.7	N/A	195	N/A	£57667
2.0 EcoBlue (150) Active	37.7	N/A	196	N/A	£60547
2.0 EcoBlue (150) Titanium X	37.7	N/A	197	N/A	£62227
2.0 EcoBlue (170) auto Titanium	34.9	N/A	212	N/A	£61027
2.0 EcoBlue (170) auto Active	34.9	N/A	213	N/A	£63907
2.0 EcoBlue (170) auto Titanium X	34.9	N/A	214	N/A	£65587
65kWh (218) auto Zetec	186	N/A	0	N/A	£60877
65kWh (218) auto Titanium	185	N/A	0	N/A	£60877
65kWh (218) auto Titanium	183	N/A	0	N/A	£66157
65kWh (218) auto Titanium	183	N/A	0	N/A	£67837

Luxe: add £2400 to Titanium, add £1200 to Titanium X, **LWB:** add £840

Puma - 4186x1805mm
Euro NCAP: ★★★★ **Driver Power:** 10th

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.0T EcoBoost (125) Titanium	52.3	9.8	122	12	£25800
1.0T EcoBoost (125) ST-Line	52.3	9.8	122	12	£26700
1.0T E'Boost (125) auto Titanium	49.6	9.6	130	12	£27600
1.0T E'Boost (125) auto ST-Line	49.6	9.6	130	13	£28500
1.0T E'Boost (155) auto Titanium	49.6	8.7	129	17	£28350
1.0T EcoBoost (155) auto ST-Line	49.6	8.7	128	17	£29250
1.0T EcoBoost (170) auto ST	47.1	7.4	136	21	£33050
53kWh (168) auto Gen-E Select	233	8.0	0	N/A	£29995
53kWh (168) auto Gen-E Premium	226	8.0	0	N/A	£31995

ST-Line X: add £1550 to ST-Line

Explorer - 4468x1871mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
55kWh (170) auto Select	233	8.7	0	19	£39875
55kWh (170) auto Premium	221	8.7	0	20	£43975
82kWh (286) auto Select	374	6.4	0	28	£45875
82kWh (286) auto Premium	354	6.4	0	29	£49975
84kWh (340) auto Premium AWD	329	5.3	0	32	£53975

Capri - 4634x1872mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
55kWh (170) auto Select	242	8.7	0	20	£42075
55kWh (170) auto Premium	231	8.7	0	21	£46175
82kWh (286) auto Select	389	6.4	0	29	£48075
82kWh (286) auto Premium	369	6.4	0	30	£52175
84kWh (340) auto Premium AWD	346	5.3	0	33	£56175

Kuga - 4604x1882mm
Euro NCAP: N/A **Driver Power:** 37th

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.5T EcoBoost (150) Titanium	44.1	9.5	145	16	£32095
1.5T E'Boost (150) ST-Line	44.1	9.5	147	17	£37395
2.5 FHEV (180) auto ST-Line	52.3	9.1	123	19	£38565
2.5 FHEV (180) auto Active	52.3	9.1	125	19	£38965
2.5 FHEV (183) at ST-Line X AWD	48.7	8.3	136	23	£42365
2.5 FHEV (183) at Active AWD	48.7	8.3	133	23	£40865
2.5 PHEV (243) auto ST-Line	313.9	7.3	21	26	£40555
2.5 PHEV (243) auto Active	313.9	7.3	21	26	£40955

ST-Line X: add £2290 to ST-Line

Mustang Mach-E - 4713x1881mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
75kWh (268) auto Select	292	6.9	0	33	£50830
98kWh (294) auto Premium	372	7.0	0	37	£59380
98kWh (370) auto AWD Premium	341	5.8	0	40	£65405
98kWh (487) auto AWD GT	320	4.4	0	40	£74540
98kWh (487) auto AWD GT Rally	316	4.4	0	40	£76790

Ranger - 5370-5381x2028mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
3.0 V6 E'Boost (288) at DC Raptor	20.5	7.9	315	42	£58901
2.0 EcoBlue (170) Double Cab XL	37.7	10.5	222	39	£35760
2.0 EcoBlue (170) Double Cab XLT	37.7	10.5	221	39	£37380
2.0 EcoBlue (205) auto DC Tremor	38.2	10.5	270	41	£41460
2.0 EcoBlue (205) at DC Wildtrak	38.2	10.5	230	42	£47220
2.0 EcoBlue (205) at DC Wildtrak X	38.2	10.5	271	42	£49620
2.0 EcoBlue (210) auto DC Raptor	26.6	10.4	278	41	£56531
3.0 V6 E'Blue (240) at DC Wildtrak	32.5	8.7	264	44	£52620
3.0 V6 E'Blue (240) at DC Platinum	32.5	8.7	266	45	£55080

Mustang - 4810x1916mm
Euro NCAP: N/A **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
5.0 V8 (446) GT Fastback	24.1	5.3	274	44	£55275
5.0 V8 (446) auto GT Fastback	23.9	4.9	277	45	£57725
5.0 V8 (446) GT Convertible	23.5	5.4	280	48	£59225
5.0 V8 (446) auto GT Convertible	24.4	5.0	282	48	£61225
5.0 V8 (453) Dark Horse	23.7	5.2	279	46	£67995
5.0 V8 (453) auto Dark Horse	23.3	4.4	282	46	£69995

GENESIS

Dealers: 103 **Warranty:** 5 yrs/125000 mls

G70 - 4685x1850mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
2.0T (245) auto Sport	35.4	6.1	181	38	£41555

Shooting Brake: add £1400

G80 - 4995x1925mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
2.5T (304) auto Premium	33.9	6.0	190	40	£43100
2.5T (304) auto Premium AWD	31.2	6.3	208	43	£45655
87.2kWh (370) at El'fied Lux AWD	323	4.9	0	50	£69905

Sport: add £5200 to Premium
Luxury: add £5300 to Premium

GV60 - 4515x1890mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
77.4kWh (229) auto Premium	321	7.8	0	41	£54105
77.4kWh (318) auto Sport AWD	292	6.3	0	45	£58565

GV70 - 4715x1910mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
2.5T (300) auto Premium AWD	29.7	6.1	216	44	£42955
2.5T (300) auto Sport AWD	29.7	6.1	216	44	£45255
2.2D (206) auto Premium AWD	40.0	7.9	185	44	£42455
2.2D (206) auto Sport AWD	40.0	7.9	185	41	£44755
77.4kWh (490) at El'fied Spt AWD	283	4.2	0	N/A	£65105

Luxury: add £1300 to Sport (not Electrified)

GV80 - 4945x1975mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
2.5T (304) auto Premium AWD	27.4	6.9	241	46	£60645
2.5T (304) auto Premium AWD 7st	27.2	6.9	244	46	£60125

Sport: add £5800 **Luxury:** add £6100 **Luxury Plus:** add £15300

GWM

Dealers: 10 **Warranty:** 5 yrs/unlimited

Ora 03 - 4235x1825mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
48kWh (171) auto Pure+	193	8.3	0	24	£31995
63kWh (171) auto Pro+	260	8.2	0	30	£34995

Haval Jolion Pro - 4470x1898mm
Euro NCAP: N/A **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.5 eHEV (189) auto Premium	47.0	9.0	133	N/A	£23995
1.5 eHEV (189) auto Lux	47.0	9.0	133	N/A	£26995
1.5 eHEV (189) auto Ultra	47.0	9.0	133	N/A	£29995

HONDA

Dealers: 196 **Warranty:** 3 yrs/60000 mls

Jazz - 4089x1694mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.5 i-MMD (107) auto Elegance	62.8	9.6	102	21	£26885
1.5 i-MMD (107) auto Advance	62.8	9.6	102	22	£28085
1.5 i-MMD (107) auto Crosstar	58.9	9.6	102	22	£29085
1.5 i-MMD (107) at Advance Sport	61.4	9.6	102	22	£29285

Civic - 4551x1802mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
2.0 eHEV (143) auto Elegance	60.1	7.9	108	28	£35005
2.0 eHEV (143) auto Sport	56.5	7.9	113	28	£36505
2.0 eHEV (143) auto Advance	56.5	8.1	114	28	£39805
2.0T (329) auto Type R	34.4	5.4	189	43	£50050

HR-V - 4340x1866mm
Euro NCAP: ★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.5 i-MMD (107) auto Elegance	52.3	10.6	122	30	£30705
1.5 i-MMD (107) auto Advance	52.3	10.7	122	31	£33160
1.5 i-MMD (107) at Advance Style	52.3	10.7	122	31	£36305

e:Ny1 - 4387x1790mm
Euro NCAP: N/A **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
68.8kWh (204) auto Elegance	256	7.7	0	43	£39995
68.8kWh (204) auto Advance	256	7.7	0	43	£42195

ZR-V - 4568x1898mm
Euro NCAP: ★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
2.0 i-MMD (143) auto Elegance	49.6	7.8	130	35	£39505
2.0 i-MMD (143) auto Sport	48.7	7.9	131	35	£41110
2.0 i-MMD (143) auto Advance	48.7	8.0	132	35	£42910

CR-V - 4706x1942mm
Euro NCAP: ★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
2.0 i-MMD (148) auto Elegance	42.8	9.4	151	34	£45930
2.0 i-MMD (148) auto Advance	42.8	9.4	151	34	£49030
2.0 i-MMD (184) at Advance Tech	353.1	9.4	18	37	£53995

HYUNDAI

Dealers: 173 **Warranty:** 5 yrs/unlimited mls

i10 - 3670x1680mm
Euro NCAP: ★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.0 MPi (67) Advance	55.3	15.6	116	2	£16030
1.0 MPi (67) auto Advance	53.2	18.4	121	1	£16680

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.2 MPi (84) Advance	52.3	15.6	123	6	£16830
1.2 MPi (84) auto Advance	49.5	18.4	129	2	£17480
1.0 T-GDi (100) N Line	52.3	11.4	123	10	£18630

Premium: add £1300 to Advance

i20 - 4065x1775mm
Euro NCAP: N/A **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.0 T-GDi (100) Advance	52.3	10.4	123	13	£21530
1.0 T-GDi (100) Ultimate	52.3	10.4	123	14	£24180
1.0 T-GDi (100) auto Advance	52.3	11.4	122	12	£22780
1.0 T-GDi (100) auto Ultimate	52.3	11.4	124	15	£25430
1.6 T-GDi (204) N	40.3	6.2	158	27	£27165

Premium: add £1150 to Advance
N Line S: same price as Ultimate

i30 - 4340x1795mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.0 T-GDi (120) SE Connect	61.4	11.2	118	10	£22710
1.0 T-GDi (120) Premium	52.3	11.2	123	11	£25660
1.0 T-GDi (120) auto SE Connect	61.4	11.2	121	11	£23910
1.0 T-GDi (120) auto Premium	61.4	11.2	121	11	£26860
1.5 T-GDi (159) N Line	44.1	8.4	146	16	£26670
1.5 T-GDi (159) auto N Line	45.5	8.8	141	16	£27880
2.0 T-GDi (280) N Performance	35.3	5.4	182	26	£36415

Ioniq 5 - 4655x1890mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
63kWh (170) auto Advance	273	8.5	0	N/A	£39900
84kWh (228) auto Advance	354	7.5	0	N/A	£43400
84kWh (228) auto N Line	320	5.3	0	38	£46620
84kWh (325) auto N Line AWD	307	5.3	0	41	£50120
84kWh (650) auto N AWD	278	3.4	0	49	£65000

Premium: add £5500 to Advance
N Line S: add £5000 to N Line

Ioniq 6 - 4855x1880mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
77kWh (228) auto Premium	338	7.4	0	36	£47040
77kWh (325) auto Premium AWD	322	5.1	0	41	£50540

Ultimate: add £3500 to Premium
First Ed: add £4750 to Premium AWD

Inster - 3825-3845x1610mm
Euro NCAP: N/A **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
42kWh (97) auto 01	203	11.7	0	N/A	£23495
49kWh (115) auto 01	229	10.6	0	N/A	£25045
49kWh (115) auto 02	223	10.6	0	N/A	£26745
49kWh (115) auto 02 Tech	223	10.6	0	N/A	£27245
49kWh (115) auto Cross	229	10.6	0	N/A	£28745

Bayon - 4180x1775mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.0 T-GDi (100) Advance	51.4	11.3	125	16	£22480
1.0 T-GDi (100) Premium	51.4	11.3	126	16	£23880
1.0 T-GDi (100) auto Advance	51.4	12.4	124	15	£23730
1.0 T-GDi (100) auto Premium	51.4	12.4	125	15	£25130

Ultimate: add £1400 to Premium

Kona - 4350x1825mm
Euro NCAP: ★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.0 T-GDi (100) Advance	47.9	13.3	131	14	£26040
1.0 T-GDi (100) N Line	47.1	13.3	134	14	£27840
1.6 T-GDi (138) Advance	45.6	10.2	140	21	£26990
1.6 T-GDi (138) N Line	42.2	10.2	147	21	£29200
1.6 T-GDi (138) auto Advance	45.6	10.2	141	21	£28540
1.6 T-GDi (138) auto N Line	43.5	10.2	145	22	£30340
1.6 Hybrid (129) auto Advance	60.1	12.0	106	N/A	£30385
1.6 Hybrid (129) auto N Line	60.1	12.0	106	N/A	£32185
48kWh (156) auto Advance	234	8.8	0	25	£34995
65kWh (218) auto Advance	319	7.8	0	31	£38595
65kWh (218) auto N Line	282	7.8	0	31	£40395

N Line S: add £2400 to N Line, add £2700 to EV **Ultimate:** same price as N Line S

Tucson - 4510x1865mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.6 T-GDi (160) Advance	41.5	10.3	154	16	£32000
1.6 T-GDi (160) N Line	40.9	10.3	157	16	£34500
1.6 T-GDi (160) 48v auto Advance	44.8	9.4	142	17	£33580
1.6 T-GDi (160) 48v auto N Line	44.1	9.4	144	17	£36080
1.6 T-GDi (160) 48v at N Lin S 4WD	40.3	9.8	158	18	£40990
1.6 T-GDi Hybrid (215) at Advance	49.5	8.2	129	20	£35590
1.6 T-GDi Hybrid (215) at N Line	49.6	8.2	131	20	£38140
1.6 T-GDi Hyb (215) at N Lin S 4WD	42.8	8.5	149	21	£42230
1.6 T-GDi PHEV (252) at Advance	282.5	9.8	22	22	£39275
1.6 T-GDi PHEV (252) at N Line	256.8	9.8	24	23	£41775
1.6 T-GDi PHEV (252) at N Lin 4WD	217.3	8.2	29	23	£43375

Premium: same price as N Line
N Line S: add £2500 to N Line
Ultimate: same price as N Line S

Santa Fe - 4830x1900mm
Euro NCAP: ★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.6 T-GDi Hybrid (215) at Prem 2WD	41.5	9.6	155	33	£46775
1.6 T-GDi Hybrid (215) at Ultim 2WD	40.4	9.6	158	33	£50275
1.6 T-GDi Hybrid (215) at Callig 2WD	40.4	9.6	159	33	£52775
1.6 T-GDi Hybrid (215) at Prem 4WD	38.7	9.8	165	34	£48830
1.6 T-GDi Hybrid (215) at Ultim 4WD	38.2	9.8	168	34	£52330
1.6 T-GDi Hybrid (215) at Callig 4WD	38.2	9.8	167	34	£54830
1.6 T-GDi PHV (253) at Prem 4WD	166.0	9.3	38	36	£51885
1.6 T-GDi PHV (253) at Ultim 4WD	166.0	9.3	38	36	£55135
1.6 T-GDi PHV (253) at Callig 4WD	166.0	9.3	38	36	£57635

INEOS

Dealers: TBC **Warranty:** 5 yrs/TBC mls

Grenadier - 4895x1930mm
Euro NCAP: N/A **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
3.0T (286) auto Utility Wagon	19.6	8.8	328	50	£65015
3.0T (286) auto Station Wagon	19.6	8.8	325	50	£76140
3.0D (249) auto Utility Wagon	25.9	8.8	286	50	£65015
3.0D (249) auto Station Wagon	25.9	8.8	286	50	£76140

Fieldmaster/Trialmaster Editions: add £7500 to Utility Wagon, standard on Station Wagon

Quartermaster - 5440x1930mm
Euro NCAP: N/A **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
3.0T (286) auto Utility Wagon	19.6	8.6	327	50	£66230
3.0D (249) auto Utility Wagon	25.2	9.9	294	50	£66230

Fieldmaster/Trialmaster Editions: add £7500

ISUZU

Dealers: 103 **Warranty:** 5 yrs/125000 mls

D-Max - 5265x1870mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.9D (164) Utility Double Cab	33.6	12.7	220	39	£35436
1.9D (164) DL20 Double Cab	33.6	12.7	220	39	£38196
1.9D (164) DL40 Double Cab	33.6	12.7	220	40	£41916
1.9D (164) V-Cross Double Cab	33.6	12.7	220	40	£43716
1.9D (164) Arctic Trucks AT35 DC	33.6	12.7	220	40	£62916
1.9D (164) auto Utility Double Cab	30.7	13.0	241	40	£37836
1.9D (164) auto DL20 Double Cab	30.7	13.0	241	40	£40596
1.9D (164) auto DL40 Double Cab	30.7	13.0	241	40	£44316
1.9D (164) at V-Cross Double Cab	30.7	13.0	241	40	£46116
1.9D (164) at Arc Trucks AT35 DC	30.7	13.0	241	40	£65916

JAECOO

Dealers: N/A **Warranty:** 7 yrs/100000 mls

Jaecoo 7 - 4500x1865mm
Euro NCAP: N/A **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.6T (147) auto Deluxe	37.7	10.3	169	22	£28700
1.6T (147) auto Luxury AWD	35.3	11.8	182	33	£31700
1.5T PHEV (204) Luxury	403.0	6.1	23	41	£35000

JEEP

Dealers: 66 **Warranty:** 3 yrs/60000 mls

Avenger - 4084x1797mm
Euro NCAP: ★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.2T (100) Longitude	49.6	10.6	129	22	£24359
1.2T (100) Altitude	49.6	10.6	127	23	£26059
1.2T (100) Summit	49.6	10.6	129	23	£28259
1.2 E-Hybrid (100) auto Longitude	57.6	N/A	111	22	£25999
1.2 E-Hybrid (100) auto Altitude	57.6	N/A	111	23	£27699
1.2 E-Hybrid (100) auto Summit	57.6	N/A	111	23	£29899
54kWh (156) auto Longitude	244	9.6	0	24	£34999
54kWh (156) auto Altitude	244	9.6	0	24	£36699
54kWh (156) auto Summit	244	9.6	0	25	£38899

Renegade - 4236x1805mm
Euro NCAP: ★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.5T E-Hybrid (130) auto Altitude	50.4	9.7	125	17	£30709
1.5T E-Hybrid (130) auto Summit	50.4	9.7	125	17	£33209
1.3T PHEV (190) auto Limited 4xe	148.7	7.7	41	22	£36500
1.3T PHEV (240) at Overland 4xe	141.2	7.1	45	24	£38219
1.3T PHEV (240) at Trailhawk 4xe	**141.2**	**7.1**	**43**	**26**	£39219

Compass - 4404x1874mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.5T E-Hybrid (130) Altitude	50.4	10.0	127	26	£34150
1.5T E-Hybrid (130) Summit	51.4	10.0	124	27	£38105
1.3T PHEV (240) auto Altitude 4xe	148.7	7.3	44	33	£40655
1.3T PHEV (240) at Overland 4xe	148.7	7.3	44	33	£41675
1.3T PHEV (240) auto Summit 4xe	148.7	7.3	44	31	£44655
1.3T PHEV (240) at Trailhawk 4xe	141.2	7.3	47	31	£44675

Wrangler - 4882x1894mm
Euro NCAP: ★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
2.0 GME (272) auto Sahara 4dr	25.4	7.6	250	41	£61125
2.0 GME (272) auto Rubicon 4dr	23.7	7.6	269	41	£63125

Grand Cherokee - 4914x1979mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
2.0T PHEV (381) auto Limited 4xe	108.7	6.3	60	N/A	£72304
2.0T PHV (381) at Summit Res 4xe	108.7	6.3	60	49	£85804

KGM MOTORS

Dealers: 63 **Warranty:** 5 yrs/100000 mls

Tivoli - 4225x1810mm
Euro NCAP: ★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.5 GDi-T (163) K40	40.1	N/A	161	18	£23030
1.5 GDi-T (163) auto K40	36.9	N/A	175	18	£24550

Korando - 4450x1870mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.5 GDi-T (163) K30	36.9	10.8	175	18	£25595
1.5 GDi-T (163) K40	36.9	10.8	175	18	£28595
1.5 GDi-T (163) auto K30	35.5	10.8	182	18	£27095
1.5 GDi-T (163) auto K40	35.5	10.8	182	18	£30595

Torres - 4715x1890mm
Euro NCAP: N/A **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.5 GDi-T (163) auto K30	33.2	10.8	194	33	£31995
1.5 GDi-T (163) auto K40	33.2	10.8	194	33	£34995
1.5 GDi-T (163) auto K40 AWD	31.1	10.8	207	32	£36995
73.4kWh (207) auto K30 EVX	287	8.1	0	48	£39995
73.4kWh (207) auto K40 EVX	287	8.1	0	48	£41995

Rexton - 4850x1960mm
Euro NCAP: N/A **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
2.2D (202) auto K30	32.9	10.7	225	36	£40585
2.2D (202) auto K40	32.9	10.7	225	37	£42585
2.2D (202) auto K50	32.6	10.7	227	38	£46370

Musso - 5095-5405x1950mm
Euro NCAP: N/A **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
2.2D (202) EX	34.0	N/A	220	48	£31326
2.2D (202) auto Rebel	32.0	N/A	236	50	£36246
2.2D (202) auto Saracen	32.0	N/A	236	50	£39906
2.2D (202) auto Saracen+ LWB	31.0	N/A	241	50	£41406

KIA

Dealers: 187 **Warranty:** 7 yrs/100000 mls

Picanto - 3605x1900mm
Euro NCAP: ★★★ **Driver Power:** 12th

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.0 DPi (62) 2	55.4	15.4	111	4	£15595
1.0 DPi (62) GT-Line	52.3	15.4	122	5	£16745
1.0 DPi (62) 3	55.4	15.4	111	5	£17545
1.0 DPi (62) auto 2	54.3	18.2	114	4	£16295
1.0 DPi (62) auto GT-Line	52.3	18.2	123	5	£17445
1.0 DPi (62) auto 3	54.3	18.2	114	5	£18245
1.2 DPi (77) GT-Line S	51.4	13.1	125	8	£18445
1.2 DPi (77) auto GT-Line S	49.6	16.5	129	5	£19145

Ceed - 4310x1800mm
Euro NCAP: ★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.5 T-GDi (138) 2	48.7	9.5	128	13	£23105
1.5 T-GDi (138) GT-Line	48.7	9.5	131	13	£25755
1.5 T-GDi (138) 3	49.6	9.5	131	13	£26225
1.5 T-GDi (138) auto GT-Line	47.9	9.7	134	13	£26710
1.5 T-GDi (138) auto 3	47.9	9.7	134	13	£27210
1.5 T-GDi (138) auto GT-Line S	44.8	9.7	142	15	£31215

Ceed Sportswagon - 4600x1800mm
Euro NCAP: ★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.5 T-GDi (138) 2	49.6	9.7	129	13	£23850
1.5 T-GDi (138) 3	47.9	9.7	133	13	£26855
1.5 T-GDi (138) auto 3	47.1	9.9	136	13	£27955

ProCeed - 4605x1800mm
Euro NCAP: ★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.5 T-GDi (138) GT-Line	47.9	9.7	133	13	£26855
1.5 T-GDi (138) auto GT-Line	47.9	9.9	134	13	£27810
1.5 T-GDi (138) auto GT-Line S	44.8	9.9	144	14	£32315

EV6 - 4695x1890mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
84kWh (225) auto Air	361	7.7	0	N/A	£45575
84kWh (226) auto GT-Line	361	7.7	0	N/A	£48575
84kWh (320) auto AWD GT-Line	339	5.3	0	N/A	£52075
84kWh (577) auto AWD GT	263	3.5	0	45	£62675

GT-Line S: add £5100 to GT-Line,
heat pump: add £1000 to GT-Line S

Stonic - 4140x1760mm
Euro NCAP: ★★★ **Driver Power:** 30th

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.0 T-GDi (98) 2	51.4	11.3	125	9	£21265
1.0 T-GDi (98) GT-Line	48.7	11.3	132	10	£22270
1.0 T-GDi (98) 48v 3	50.4	11.3	127	10	£23760
1.0 T-GDi (98) auto 2	50.4	12.4	125	8	£22265
1.0 T-GDi (98) auto GT-Line	47.1	12.4	135	8	£23270
1.0 T-GDi (98) auto 48v 3	49.6	12.4	129	9	£24760

GT-Line S: add £1100 to GT-Line

XCeed - 4395x1826mm
Euro NCAP: ★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.5 T-GDi (138) 2	46.3	8.7	137	16	£24340
1.5 T-GDi (138) GT-Line	44.8	8.7	141	17	£25815
1.5 T-GDi (138) 3	44.8	8.7	141	17	£26315
1.5 T-GDi (138) auto GT-Line	N/A	8.9	142	17	£26915
1.5 T-GDi (138) auto 3	N/A	8.9	142	17	£27415
1.5 T-GDi (138) auto GT-Line S	44.8	8.9	142	17	£31915

Soul EV - 4220x1825mm
Euro NCAP: N/A **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
64kWh (201) auto Explore	280	7.9	0	31	£39075

Niro - 4420x1825mm
Euro NCAP: ★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.6 GDi Hybrid (139) auto 2	64.2	10.4	100	20	£30085
1.6 GDi Hybrid (139) auto 3	61.4	10.4	105	21	£32335
1.6 GDi Hybrid (139) auto 4	60.1	10.4	106	21	£35085
1.6 GDi PHEV (180) auto 2	353.1	9.6	18	23	£35325
1.6 GDi PHEV (180) auto 3	313.9	9.6	21	24	£37575
1.6 GDi PHEV (180) auto 3	282.5	9.6	22	24	£40325
65kWh (201) auto EV 2	285	7.8	0	28	£37325
65kWh (201) auto EV 3	285	7.8	0	29	£39575
65kWh (201) auto EV 4	285	7.8	0	29	£42325

Horizon: add £670 to 2
heat pump: add £900 to EV 4

EV3 - 4300x1850mm
Euro NCAP: N/A **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
58.3kWh (201) auto Air	267	7.5	0	N/A	£32995
81.4kWh (201) auto Air	372	7.7	0	N/A	£35995
81.4kWh (201) auto GT Line	347	7.7	0	N/A	£39495
81.4kWh (201) auto GT Line S	347	7.7	0	N/A	£42995

Heat pump: add £900 to GT-Line S

Sportage - 4515x1865mm
Euro NCAP: ★★★★★ **Driver Power:** 11th

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.6 T-GDi 48v (157) 2	44.1	9.8	149	19	£29390
1.6 T-GDi 48v (157) GT-Line	44.1	9.8	146	20	£31890
1.6 T-GDi 48v (157) auto GT-Line	44.8	9.8	146	20	£33590
1.6 T-GDi 48v (157) auto GT-Line S	42.2	9.8	147	31	£38790
1.6 T-GDi HEV (212) auto GT-Line	51.4	8.4	129	22	£35485
1.6 T-GDi HEV (212) auto GT Line S	51.4	8.4	132	24	£40690
1.6 T-GDi HEV (212) at GT-Li S AWD	45.6	8.7	146	24	£42290
1.6 T-GDi PHEV (248) at GT-Li AWD	235.4	8.4	25	26	£40575
1.6 T-GDi PHEV (248) at GT-L S AWD	235.4	8.4	25	27	£45775

3: add £1000 to GT-Line

Sorento - 4815x1900mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.6T HEV (212) auto AWD 2	42.2	9.7	153	25	£42995
1.6T HEV (212) auto AWD 3	40.4	9.7	158	26	£47195
1.6T HEV (212) auto AWD 4	39.8	9.7	160	27	£51695
1.6T PHEV (248) auto AWD 2	176.6	8.8	37	31	£47295
1.6T PHEV (248) auto AWD 3	176.6	8.8	37	33	£51495
1.6T PHEV (248) auto AWD 4	176.6	8.8	37	34	£55995
2.2 CRDi (190) auto AWD 2	43.5	N/A	170	30	£41995
2.2 CRDi (190) auto AWD 3	42.8	N/A	173	31	£46195
2.2 CRDi (190) auto AWD 4	42.8	N/A	174	32	£50695

EV9 - 5015x1980mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
99.8kWh (201) auto Air 7st	349	9.4	0	45	£65025
99.8kWh (378) at AWD GT-Line 7st	313	5.3	0	50	£73275
99.8kWh (378) at AWD GT-Li S 7st	313	5.3	0	50	£76025
99.8kWh (378) at AWD GT-Li S 6st	313	5.3	0	50	£77025

LAMBORGHINI

Dealers: 7 **Warranty:** 3 yrs/unlimited mls

Urus - 5123x2022mm
Euro NCAP: N/A **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
4.0T V8 PHEV (800) auto SE	N/A	3.4	N/A	50	£208000
4.0T V8 FSI (666) auto S	20.0	3.5	320	50	£186509
4.0T V8 FSI (666) auto Performante	20.0	3.3	320	50	£208398

Four seats: add £3150

Temerario - 4706x1996mm
Euro NCAP: N/A **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
4.0 V8TT (920) auto AWD	N/A	2.7	N/A	N/A	£260035
4.0 V8TT (920) auto AWD Alleggerita	N/A	2.7	N/A	N/A	£297235

Revuelto - 4947x2033mm
Euro NCAP: N/A **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
6.5 V12 (1015) auto AWD Coupe	23.7	2.5	316	50	£452040

LAND ROVER

Dealers: 130 **Warranty:** 3 yrs/unlimited mls

Discovery Sport - 4597x2069mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.5T P270e auto AWD S	185.3	7.4	35	37	£50150
1.5T P270e at AWD Dynamic SE	178.6	7.4	36	39	£52770
1.5T P270e at AWD Dynamic HSE	175.2	7.4	37	42	£57920
2.0 D165 auto AWD S	42.7	10.2	173	28	£43445
2.0 D165 auto AWD Dynamic SE	42.0	10.2	176	30	£46965
2.0 D200 auto AWD S	42.7	8.6	173	32	£44845
2.0 D200 auto AWD Dynamic SE	42.0	8.6	176	34	£48365
2.0 D200 auto AWD Dynamic HSE	41.7	8.6	178	39	£53515

Defender 90 - 4583x2008mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
5.0 V8 S/C P425 auto AWD X	20.2	5.6	316	45	£93445
5.0 V8 S/C P525 auto AWD V8	19.9	5.2	320	50	£110505
3.0 D250 auto AWD X-Dynamic SE	33.6	8.0	220	37	£59790
3.0 D250 at AWD X-Dynamic HSE	33.3	8.0	222	38	£66525
3.0 D350 auto AWD S	33.7	6.2	219	41	£58310
3.0 D350 auto AWD X-Dynamic SE	33.6	6.2	221	41	£63290
3.0 D350 at AWD X-Dynamic HSE	33.3	6.2	222	44	£70025
3.0 D350 auto AWD X	33.0	6.2	224	46	£88735

Defender 110 - 5018x2008mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
4.4 V8TT P635 auto AWD Octa Ed 1	21.1	3.8	302	50	£160800
5.0 V8 S/C P425 auto AWD X	19.9	5.8	321	46	£97650
2.0T P300e auto AWD S	104.2	7.6	61	41	£69700
2.0T P300e at AWD X-Dynamic SE	103.0	7.6	62	42	£76655
2.0T P300e at AWD X-Dynam HSE	101.6	7.6	63	44	£79470
2.0T P300e at AWD Sedona Ed	99.5	7.6	64	45	£86600
2.0T P300e auto AWD X	98.6	7.6	65	46	£94930
3.0 D250 auto AWD S	33.1	8.3	223	38	£60470
3.0 D250 auto AWD X-Dynamic SE	32.8	8.3	225	39	£68510
3.0 D250 at AWD X-Dynamic HSE	32.8	8.3	226	39	£71320
3.0 D350 auto AWD S	33.1	6.4	224	38	£64640
3.0 D350 auto AWD X-Dynamic SE	32.8	6.4	226	43	£72680
3.0 D350 at AWD X-Dynamic HSE	32.7	6.4	226	44	£75495
3.0 D350 at AWD Sedona Edition	32.5	6.4	228	45	£82130
3.0 D350 auto AWD X	32.3	6.4	229	46	£93630

Defender 130 - 5358x2008mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
5.0 V8 S/C P425 at AWD X-Dyn SE	19.9	6.2	321	43	£88005
5.0 V8 S/C P425 at AWD X-Dy HSE	19.8	6.2	322	46	£91465
5.0 V8 S/C P425 auto AWD X	19.8	6.2	323	48	£109730
5.0 V8 S/C P500 auto AWD V8	19.6	5.7	325	50	£120065
3.0 D350 auto AWD X-Dynamic SE	32.3	6.8	229	43	£81585
3.0 D350 at AWD X-Dynamic HSE	32.2	6.8	230	46	£85580
3.0 D350 auto AWD Outbound	32.4	6.8	229	43	£82720
3.0 D350 auto AWD X	31.8	6.8	233	47	£105650

Discovery - 4956x2000mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
3.0 D350 auto AWD S	34.8	6.3	213	43	£62960
3.0 D350 auto AWD Dynamic SE	34.3	6.3	216	43	£68760
3.0 D350 auto AWD Dynamic HSE	32.8	6.3	217	45	£73125
3.0 D350 at AWD Metropolitan Ed	33.8	6.3	219	45	£78020

Range Rover Evoque - 4371x1996mm
Euro NCAP: ★★★★★ **Driver Power:** 39th

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
2.0 P160 auto S	35.9	9.7	178	25	£43660
2.0 P160 auto Dynamic SE	35.3	9.7	181	26	£46235
1.5 P270e auto AWD S	196.0	6.8	33	34	£49000
1.5 P270e auto AWD Dynamic SE	194.7	6.8	33	36	£53125
1.5 P270e at AWD Dynamic HSE	192.1	6.8	33	36	£56125
1.5 P270e at AWD Autobiography	190.9	6.8	34	39	£60485
2.0 D165 S	46.7	9.5	158	25	£40115
2.0 D165 auto AWD S	44.0	9.2	168	26	£43700
2.0 D165 auto AWD Dynamic SE	43.6	9.2	170	29	£47075
2.0 D200 auto AWD S	44.0	7.9	168	29	£44755
2.0 D200 auto AWD Dynamic SE	43.6	7.9	170	33	£48880
2.0 D200 auto AWD Dynamic HSE	43.4	7.9	171	33	£52295
2.0 D200 at AWD Autobiography	42.0	7.9	176	34	£57670

Range Rover Velar - 4797x2041mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
3.0T P400 auto AWD Dynamic SE	28.9	5.2	223	43	£67025
3.0T P400 at AWD Dynamic HSE	28.3	5.2	228	46	£73235
3.0T P400 at AWD Autobiography	28.1	5.2	229	47	£80350
2.0T P400e auto AWD S	160.3	5.1	40	43	£65095
2.0T P400e auto AWD Dynamic SE	157.0	5.1	41	44	£69210
2.0T P400e at AWD Dynamic HSE	150.1	5.1	43	47	£72735
2.0 D200 auto AWD S	43.7	7.8	169	36	£54490
2.0 D200 auto AWD Dynamic SE	42.9	7.8	173	36	£58950
2.0 D200 auto AWD Dynamic HSE	41.6	7.8	178	41	£64375
3.0 D300 auto AWD Dynamic SE	38.4	6.1	192	42	£64905
3.0 D300 auto AWD Dynamic HSE	37.5	6.1	197	46	£69730
3.0 D300 at AWD Autobiography	37.3	6.1	198	46	£76845

Range Rover Sport - 4946x2047mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
3.0TT P460e auto AWD SE	382.4	5.3	17	50	£90200
3.0TT P460e at AWD Dynamic SE	385.6	5.3	17	50	£93200
3.0TT P460e auto AWD Autobiog	366.7	5.3	17	50	£104720
3.0TT P550e auto AWD Autobiog	362.2	4.7	18	50	£114050
4.4 V8TT P635 auto AWD SV Ed 1	23.7	3.6	270	50	£168500
3.0 D250 auto AWD S	39.4	7.3	188	44	£75255
3.0 D300 auto AWD SE	38.8	6.1	191	47	£83295
3.0 D300 auto AWD Dynamic SE	38.9	6.1	191	48	£86925
3.0 D300 at AWD Autobiography	38.1	6.1	195	50	£98445
3.0 D350 at AWD Autobiography	38.1	5.5	194	50	£102625

Range Rover - 5052x2047mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
4.4TT V8 P530 at AWD Autobiog	24.3	4.4	264	50	£142400
4.4TT V8 P615 auto AWD SV	24.1	4.3	266	50	£171600
3.0TT P460e auto AWD SE	375.7	5.5	17	50	£115805
3.0TT P460e auto AWD HSE	369.6	5.5	17	50	£121525
3.0TT P460e auto AWD Autobiog	360.1	5.5	18	50	£134865
3.0TT P550e auto AWD Autobiog	356.9	4.8	18	50	£138555
3.0TT P550e auto AWD SV	343.1	4.8	19	50	£161755
3.0 D300 auto AWD SE	38.2	6.3	194	50	£104025
3.0 D300 auto AWD HSE	37.8	6.3	196	50	£110105
3.0 D300 at AWD Autobiography	37.5	6.3	198	50	£123705
3.0 D350 auto AWD SE	38.3	5.7	194	50	£107125
3.0 D350 auto AWD HSE	37.9	5.7	196	50	£113205
3.0 D350 at AWD Autobiography	37.6	5.7	197	50	£126805

Range Rover LWB - 5252x2047mm

NEW CAR PRICES

Euro NCAP: ★★★★★ Driver Power: N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
4.4TT V8 P530 at AWD Autob 7st	24.0	4.4	266	50	£144400
4.4TT V8 P615 auto AWD SV	24.1	4.4	266	50	£192000
3.0TT P460e at AWD Autobiog	346.2	5.6	19	50	£137435
3.0TT P460e auto AWD SV	336.2	5.6	19	50	£178180
3.0 D350 auto AWD HSE 7st	36.8	6.0	201	50	£118405
3.0 D350 auto AWD Autobiog 7st	36.7	6.0	202	50	£128805

Four seats: add £600 to P530/D350 Autobiography

LEAPMOTOR

Dealers: 8 **Warranty:** 3 years

T03 - 3620x1652mm
Euro NCAP: N/A Driver Power: N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
37kWh (95) auto T03	165	12.7	0	N/A	£15995

C10 - 4739x1900mm
Euro NCAP: ★★★★★ Driver Power: N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
70kWh (218) auto C10	261	7.5	0	N/A	£36500

LEXUS

Dealers: 51 **Warranty:** 3 yrs/60000 mls

ES - 4975x1865mm
Euro NCAP: ★★★★★ Driver Power: N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
2.5 Hybrid (218) at 300h Premium	53.2	8.9	120	35	£43595
2.5 Hybrid (218) auto 300h Takumi	53.2	8.9	121	36	£56895

Premium Plus: add £4900 to Premium

LS - 5235x1900mm
Euro NCAP: N/A Driver Power: N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
3.5 V6 Hyb (359) at 500h Premium	35.3	5.4	182	50	£101775
3.5 V6 Hyb (359) at AWD 500h Prem	29.7	5.5	214	50	£105020
3.5 V6 Hyb (359) auto 500h F Sport	35.3	5.4	182	49	£101775
3.5 V6 Hyb (359) at AWD 500h Takumi	29.7	5.5	214	50	£120660

LM - 5130x1890mm
Euro NCAP: N/A Driver Power: N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
2.5 Hybrid (250) auto 350h	42.1	9.1	152	29	£89995
2.5 Hybrid (250) auto AWD 350h	39.2	9.1	163	29	£92995
2.5 Hyb (250) at AWD 350h Takumi	39.2	9.1	163	29	£112995

LBX - 4190x1825mm
Euro NCAP: ★★★★★ Driver Power: N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.5 Hybrid (136) auto Urban	65.7	9.6	105	23	£29995
1.5 Hybrid (136) auto Premium	65.7	9.6	105	23	£32505
1.5 Hybrid (136) at Premium Plus	65.7	9.6	105	24	£34505
1.5 Hybrid (136) auto Takumi	65.7	9.6	105	25	£38255
1.5 Hybrid (136) at Takumi AWD	62.8	9.6	115	24	£39555
1.5 Hybrid (136) at Original Ed	65.7	9.6	105	25	£40005

Design: add £1100 to Premium Plus, add £1000 to Takumi

UX - 4495x1840mm
Euro NCAP: ★★★★★ Driver Power: N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
2.0 Hyb (199) auto 300h Urban	56.4	8.1	113	24	£34895
2.0 Hyb (199) auto 300h Premium	56.4	8.1	113	24	£36895
2.0 Hyb (199) at 300h Premium Plus	54.3	8.1	117	26	£42595
2.0 Hyb (199) auto 300h F Sport	54.3	8.1	118	26	£44395
2.0 Hyb (199) auto 300h Takumi	54.3	8.1	118	30	£48495
2.0 Hyb (199) at E4 300h Premium+	50.4	7.9	126	27	£43895
2.0 Hyb (199) auto E4 300h F Sport	50.4	7.9	127	27	£45695
2.0 Hyb (199) auto E4 300h Takumi	50.4	7.9	127	31	£49795
72.8kWh (204) auto 300e	279	7.5	0	38	£40795
72.8kWh (204) at 300e Prem Plus	279	7.5	0	38	£44095
72.8kWh (204) auto 300e Takumi	279	7.5	0	38	£49995

F Sport Design: add £2600 to Urban
F Sport Takumi: add £5300 to F Sport

NX - 4660x1865mm
Euro NCAP: ★★★★★ Driver Power: N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
2.5 Hyb (243) auto 350h Urban	49.5	8.7	129	35	£44445
2.5 Hyb (243) auto 350h Premium	49.5	8.7	129	35	£46245
2.5 Hyb (243) auto 350h Takumi	49.5	8.7	129	32	£58495
2.5 Hyb (243) auto 350h Urban AWD	47.0	7.7	135	36	£45445
2.5 Hyb (243) at 350h Prem AWD	47.0	7.7	136	36	£47245
2.5 Hyb (243) at 350h F Sport AWD	44.8	7.7	143	35	£54995
2.5 Hyb (243) at 350h Takumi AWD	44.1	7.7	145	40	£59495
2.5 PHEV (309) at 450h+ Prem AWD	313.9	6.3	22	40	£49995
2.5 PHEV (309) at 450h+ F Spt AWD	256.8	6.3	25	40	£57645
2.5 PHEV (309) at 450h+ T'mi AWD	256.8	6.3	26	43	£59645

Premium Plus: add £6250 to Premium Hybrid, add £5970 to PHEV
F Sport Takumi: add £7450 to F Sport AWD, add £2750 to F Sport PHEV

RZ - 4805x1895mm
Euro NCAP: ★★★★★ Driver Power: N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
71.4kWh (204) auto 300e Urban	297	8.0	0	38	£49995
71.4kWh (204) auto 300e Premium	295	8.0	0	38	£52295
71.4kWh (204) auto 300e Takumi	267	8.0	0	40	£59995
71.4kWh (313) auto 450e Urban	272	5.6	0	43	£55595
71.4kWh (313) auto 450e Premium	271	5.6	0	44	£57895
71.4kWh (313) auto 450e Takumi	252	5.6	0	45	£65595

Premium Plus: add £2300 to Premium

RX - 4890x1920mm
Euro NCAP: ★★★★★ Driver Power: N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
2.5 Hyb (250) at 350h Premium	44.1	7.9	150	42	£62140
2.5 Hybrid (250) at 350h Takumi	44.1	7.9	145	43	£76640
2.4T Hyb (371) at 500h F Sport	35.3	6.2	182	46	£77250
2.5 PHEV (309) at 450h+ Prem	256.8	6.5	25	44	£63995
2.5 PHEV (309) at 450h+ T'kmi	256.8	6.5	25	45	£75995

LOTUS

Dealers: 18 **Warranty:** 3 yrs/36000 mls

Emeya - 5139x2005mm
Euro NCAP: N/A Driver Power: N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
102kWh (611) auto Emeya	360	4.2	0	N/A	£96200
102kWh (611) auto Emeya S	344	4.2	0	N/A	£108700
102kWh (917) auto Emeya R	298	2.8	0	N/A	£131200

Eletre - 5103x2135mm
Euro NCAP: N/A Driver Power: N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
112kWh (611) auto Eletre	373	4.5	0	50	£90750
112kWh (611) auto Eletre S	373	4.5	0	50	£105750
112kWh (917) auto Eletre R	304	3.0	0	50	£120000

Emira - 4413x1895mm
Euro NCAP: N/A Driver Power: N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
2.0T (360) auto First Edition	30.7	4.3	208	N/A	£82595
3.5 V6 S/C (400) First Edition	25.0	4.2	258	N/A	£87095
3.5 V6 S/C (400) auto First Edition	25.0	4.6	258	N/A	£88895

McLAREN

Dealers: 8 **Warranty:** 3 years

Artura - 4539x1976mm
Euro NCAP: N/A Driver Power: N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
3.0 V6TT hybrid (700) auto Coupe	58.9	3.0	108	50	£202660
3.0 V6TT hybrid (700) auto Spider	58.9	3.0	108	50	£222760

750S - 4569x2161mm
Euro NCAP: N/A Driver Power: N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
4.0 V8TT auto 750S	23.2	2.8	276	50	£252260
4.0 V8TT auto 750S Spider	23.2	2.8	276	50	£277260

GTS - 4683x2045mm
Euro NCAP: N/A Driver Power: N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
4.0 V8TT (635) auto GT	26.2	3.2	270	50	£179260

MASERATI

Dealers: 9 **Warranty:** 3 yrs/unlimited mls

Grecale - 4847x1979mm
Euro NCAP: N/A Driver Power: N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
2.0T (300) auto GT	32.1	5.6	199	N/A	£64055
2.0T (330) auto Modena	31.4	5.3	203	N/A	£71310
3.0 V6TT (530) auto Trofeo	25.2	3.8	254	N/A	£102775
105kWh (550) auto Folgore	310	4.1	0	N/A	£99000

GranTurismo - 4966x1957mm
Euro NCAP: N/A Driver Power: N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
3.0 V6TT (490) auto Modena	27.8	3.9	230	N/A	£133120
3.0 V6TT (550) auto Trofeo	27.8	3.5	230	N/A	£163590
3.0 V6TT (761) auto Folgore	280	2.7	0	N/A	£179950

GranCabrio: add £5995 to Trofeo, add £5660 to Folgore

MC20 - 4669x1965mm
Euro NCAP: N/A Driver Power: N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
3.0 V6TT (630) auto MC20 Coupe	24.4	2.9	262	N/A	£204465
3.0 V6TT (630) auto MC20 Cielo	24.1	3.0	265	N/A	£229465

MAXUS

Dealers: 57 **Warranty:** 5 yrs/100000 mls

Mifa 7 - 4907x1885mm
Euro NCAP: ★★★★★ Driver Power: N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
77kWh (241) auto Elite	255	N/A	0	N/A	£48774
77kWh (241) auto Luxury	255	N/A	0	N/A	£50580
90kWh (241) auto Premium	298	N/A	0	N/A	£54780

Mifa 9 - 5270x2000mm
Euro NCAP: ★★★★★ Driver Power: N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
90kWh (241) auto Elite	269	9.9	0	N/A	£65086
90kWh (241) auto Luxury	269	9.9	0	N/A	£70613
90kWh (241) auto Premium	269	9.9	0	N/A	£77482

T90 EV - 5365x1900mm
Euro NCAP: N/A Driver Power: N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
89kWh (177) auto Elite 2WD	205	N/A	0	N/A	£60720

MAZDA

Dealers: 154 **Warranty:** 3 yrs/60000 mls

2 - 4070x1695mm
Euro NCAP: ★★★★ Driver Power: 33rd

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.5 Skyactiv-G (75) Centre-Line	58.9	11.3	109	16	£18625
1.5 Skyactiv-G (90) Centre-Line	60.1	9.8	107	18	£19525
1.5 Skyactiv-G (90) Homura	60.1	9.8	107	18	£19835
1.5 Skyactiv-G (90) Exclusive-Line	60.1	9.8	107	18	£20375
1.5 Skyactiv-G (90) at Exclusive-Li	52.3	12.1	122	14	£21900
1.5 Skyactiv-G (115) Homura Aka	56.5	9.1	113	21	£23845

Homura Aka: add £1000 to Exclusive-Line

2 Hybrid - 3940x1745mm
Euro NCAP: ★★★★★ Driver Power: N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.5 VVT-i Hyb (116) at Centre-Line	74.3	9.7	87	14	£24135
1.5 VVT-i Hyb (116) at Exclu-Line	74.3	9.7	92	14	£25390
1.5 VVT-i Hyb (116) at Homura	74.3	9.7	97	14	£27290
1.5 VVT-i Hyb (116) at Homura+	74.3	9.7	98	15	£29240

3 - 4460x1795mm
Euro NCAP: ★★★★★ Driver Power: N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
2.5 Skyactiv-G (140) Prime-Line	47.1	9.5	133	18	£24010
2.5 Skyactiv-G (140) Centre-Line	47.1	9.5	133	18	£25110
2.5 Skyactiv-G (140) Exclusive-Li	47.1	9.5	135	19	£26810
2.5 Skyactiv-G (140) auto Homura	44.8	9.5	141	17	£27155
2.5 Skyactiv-G (140) at Exclusiv-Li	44.8	9.5	141	18	£28305
2.0 e-Skyactiv-X (186) Centre-Line	53.3	8.1	123	22	£27005
2.0 e-Skyactiv-X (186) Exclusive-Li	53.3	8.1	126	23	£29305
2.0 e-Skyactiv-X (186) at Exclus-Li	47.1	8.5	138	22	£30855

Saloon: same price (Skyactiv X Exclusive-Line only) **Homura:** add £500 to Centre-Line **Takumi:** add £1200 to Exclusive-Line

CX-30 - 4395x1795mm
Euro NCAP: ★★★★★ Driver Power: N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
2.5 e-Skyactiv G (140) Prime-Line	47.1	9.7	135	16	£25415
2.5 e-Skyactiv G (140) Centre-Line	47.1	9.7	135	16	£27015
2.5 e-Skyactiv G (140) Exclusive-Li	47.1	9.7	136	17	£28715
2.5 e-Skyactiv G (140) at Centre-Li	42.8	10.3	147	15	£28515
2.5 e-Skyactiv G (140) at Exclu-Li	42.8	10.3	147	16	£30215
2.0 e-Skyactiv X (186) Centre-Line	49.6	8.3	129	20	£28815
2.0 e-Skyactiv X (186) Exclusive-Li	49.6	8.3	128	20	£31115
2.0 e-Skyactiv X (186) Takumi AWD	46.3	8.8	139	21	£33365
2.0 e-Skyactiv X (186) at Centre-Li	46.3	8.6	139	19	£30365
2.0 e-Skyactiv X (186) at Exclu-Li	46.3	8.6	140	19	£32665
2.0 e-Skyac-X (186) at Takumi AWD	42.8	9.0	148	21	£34865

Homura: add £1100 to Centre-Line
Takumi: add £2400 to Exclusive-Line

MX-30 - 4395x1795mm
Euro NCAP: ★★★★★ Driver Power: N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
830cc e-S'activ R-EV (170) at Prime	282.5	9.1	21	22	£31495
830cc e-S'activ R-EV (170) at Excl	282.5	9.1	21	22	£33495
830cc e-S'act R-EV (170) at M'koto	282.5	9.1	21	23	£35895
35.5kWh e-S'activ (145) at Prime	124	9.7	0	19	£27995
35.5kWh e-S'activ (145) a Exclusiv	124	9.7	0	19	£29995
35.5kWh e-S'act (145) at Makoto	124	9.7	0	19	£32395

CX-5 - 4575x1845mm
Euro NCAP: ★★★★★ Driver Power: 7th

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
2.0 e-Skyactiv-G (165) Centre-Line	43.5	10.7	146	17	£31060
2.0 e-Skyactiv-G (165) Exclusive-Li	43.5	10.7	146	18	£34160
2.0 e-Skyactiv-G (165) Takumi	43.5	10.7	146	19	£36560
2.0 e-Skyactiv-G (165) at Centre-Li	40.9	10.2	155	17	£33070
2.0 e-Skyactiv-G (165) auto Excl-Li	40.9	10.2	156	18	£36170
2.0 e-Skyactiv-G (165) at Takumi	40.9	10.2	156	19	£38570
2.5 e-S'activ-G (194) at Tk'mi AWD	37.2	9.5	171	21	£41185
2.2 Skyactiv-D (184) Exclusive-Li	50.4	9.2	147	26	£36360
2.2 Skyactiv-D (184) auto Excl-Li	43.6	9.3	160	25	£38370
2.2 S'activ-D (184) Takumi AWD	44.8	9.3	165	26	£40770
2.2 S'activ-D (184) at Takumi AWD	42.8	9.6	173	27	£42785

Newground: add £1000 to Skyactiv-G 165 Centre-Line
Homura: add £2000 to Skyactiv-G 165 Exclusive-Line

CX-60 - 4745x1890mm
Euro NCAP: ★★★★★ Driver Power: N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
2.5 e-S'activ PHEV (327) at Excl-Li	201.8	5.8	32	38	£45420
2.5 e-S'activ PHV (327) at Homura	201.8	5.8	32	39	£48170
2.5 e-S'activ PHEV (327) at Takumi	201.8	5.8	32	39	£49520
3.3 e-S'activ D (200) at Exclusive-Li	55.4	8.4	132	33	£45370
3.3 e-S'activ D (254) at Exc-Li AWD	51.4	7.4	139	38	£47970
3.3 e-S'activ D (254) at H'ura AWD	51.4	7.4	140	38	£50720
3.3 e-S'activ D (254) at Tk'mi AWD	51.4	7.4	142	39	£54970

CX-80 - 4995x1890mm
Euro NCAP: ★★★★★ Driver Power: N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
2.5 e-S'activ PHEV (327) at Excl-Li	176.6	6.8	35	37	£45420
2.5 e-S'activ PHV (327) at Homura	176.6	6.8	35	38	£48170
2.5 e-S'activ PHEV (327) at Takumi	176.6	6.8	36	38	£49520
3.3 e-S'activ D (254) at Exc-Li AWD	49.6	8.4	148	37	£51455
3.3 e-S'activ D (254) at H'ura AWD	49.6	8.4	149	38	£54605
3.3 e-S'activ D (254) at Tk'mi AWD	49.6	8.4	149	38	£55555

Plus: add £2650 to PHEV, add £2450 to diesel (not Exclusive-Line)

MX-5 - 3915x1735mm
Euro NCAP: ★★★★ Driver Power: N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.5 Skyactiv-G (132) Prime-Line	44.8	8.3	140	27	£28015
1.5 Skyactiv-G (132) Exclusive-Li	44.8	8.3	140	27	£30015
2.0 Skyactiv-G (184) Exclusive-Li	40.9	6.5	153	33	£32435
2.0 Skyactiv-G (184) Homura	40.9	6.5	153	33	£32435

MX-5 RF: add £1900

MERCEDES

Dealers: 147 **Warranty:** 3 yrs/unlimited mls

A-Class - 4428x1796mm
Euro NCAP: ★★★★★ Driver Power: 31st

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.3T (136) at A 180 Sport Edition	47.1	9.2	135	20	£30720
1.3T (136) auto A 180 Sport Exec	47.1	9.2	135	20	£32105
1.3T (163) auto A 200 Sport Exec	47.1	8.2	135	23	£33655
1.3T (218) at A 250 e AMG Li Exec	313.9	7.4	17	23	£41055
2.0T (306) at AMG A 35 4MT Tour	33.2	4.7	193	36	£46000
2.0T (421) at AMG A 45 S 4MATIC+	30.7	3.9	208	41	£63445
2.0 (150) auto A 200 d Sport Exec	57.7	8.3	130	23	£34715

AMG Line Executive: add £2225 to Sport Executive **A 35 Premium:** add £2020 to A 35 Touring Edition
Legacy Edition: add £4425 to A 45 S

A-Class Saloon - 4558x1796mm
Euro NCAP: ★★★★★ Driver Power: 31st

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.3T (136) auto A 180 Sport Exec	47.9	9.3	134	20	£32700
1.3T (163) auto A 200 Sport Exec	47.9	8.3	134	23	£34250
1.3T (218) at A 250 e AMG Li Exec	313.9	7.5	71	28	£41650
2.0T (306) at AMG A 35 4MT Exec	33.6	4.8	189	36	£46385
2.0 (150) auto A 200 d Sport Exec	57.7	8.4	128	23	£35310

AMG Line Executive: add £2225 to Sport Executive **A 35 Premium:** add £1600 to A 35 Executive

B-Class - 4419x1796mm
Euro NCAP: ★★★★★ Driver Power: N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.3T (163) auto B 200 Sport Exec	46.3	8.4	140	25	£35435
2.0 (150) auto B 200 d Sport Exec	55.4	8.5	135	25	£36545

AMG Line Executive: add £2300 to Sport Executive

CLA-Class - 4688x1830mm
Euro NCAP: ★★★★★ Driver Power: N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.3T (136) at CLA 180 Sport Edition	47.1	9.4	135	22	£32550
1.3T (136) at CLA 180 Sport Exec	47.1	9.4	137	23	£34735
1.3T (163) at CLA 200 Sport Exec	47.1	8.4	132	26	£36235
1.3T (218) at CLA 250 e AMG L Exec	353.1	7.6	17	34	£45545
2.0T (306) at AMG CLA 35 4MATIC	33.6	4.9	190	37	£49875
2.0T (421) at AMG CLA 45 S 4MT+	31.4	4.1	204	41	£68355
2.0 (190) at CLA 220 d Sport Exec	55.4	7.3	132	30	£39465

Shooting Brake: add £1000
AMG Line Executive: add £3170 to Sport Executive

C-Class - 4793-4755x1841-1820mm
Euro NCAP: ★★★★★ Driver Power: N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.5T (204) auto C 200 AMG Line	44.1	7.3	145	38	£45120
2.0T (258) at C 300 AMG Line Prem	40.9	6.0	156	40	£52030
2.0T (313) auto C 300 e Urban Ed	565.0	6.1	12	45	£49860
2.0T (313) auto C 300 e AMG Line	565.0	6.1	12	45	£51860
2.0T (408) auto AMG C 43 4MATIC	30.7	4.6	210	44	£67500
2.0T (476) at AMG C 63 S e 4MT+	38.7	3.4	167	50	£97530
2.0 (200) auto C 220 d AMG Line	62.8	7.3	120	39	£46570
2.0 (265) at C 300 d AMG Li Prem	53.3	5.7	139	41	£53870

Estate: add £1525-£1900

E-Class - 4950x1880mm
Euro NCAP: ★★★★★ Driver Power: N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
2.0T (204) auto E 200 AMG Line	42.8	7.5	146	42	£55120
2.0T (313) at E 300 e Urban Edition	470.8	6.4	13	50	£64610
2.0T (313) at E 300 e AMG Line P	470.8	6.4	13	50	£69610
2.0 (197) auto E 220 d AMG Line	58.9	7.6	126	42	£56820
2.0 (197) auto E 300 de Urban Ed	706.3	6.4	11	49	£66610
2.0 (197) at E 300 de AMG Line Pr	706.3	6.4	12	50	£71610
3.0 (367) at E 450 d AMG Li Pr 4MT	47.1	4.8	158	50	£79280

AMG Line Premium: add £5000 to AMG Line **Exclusive Premium:** add £410 to E 200 AMG Line Premium, add £50 to E 220 d AMG Line Premium, same price as E 300 e/E 300 de/E 450 d AMG Line Premium
Estate: add £2640 to E 200, add £2250 to E 300 e/E 300 de, add £2295 to E 220 d

EQE - 4946x1906mm
Euro NCAP: ★★★★★ Driver Power: N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
96kWh (292) at EQE 350+ Sport Ed	429	6.5	0	50	£69105
91kWh (292) at EQE 350+ AMG Li Ed	429	6.5	0	50	£74605
91kWh (408) at EQE 500 AMG Li Ed	385	4.7	0	50	£82605
91kWh (625) at AMG EQE 53 4MT	306	3.5	0	50	£105860

AMG GT 4-Door - 4996x1896mm
Euro NCAP: ★★★★★ Driver Power: N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
4.0 V8TT (639) at AMG GT 63 S 4MT	21.6	3.2	298	50	£156555
4.0 V8TT (843) at AMG GT 63 S E Prf	22.1	2.9	198	50	£179410

S-Class - 5210-5320x1954mm
Euro NCAP: ★★★★★ Driver Power: N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
3.0 (449) at S 500 4MT AMG Line	33.2	4.7	194	50	£105490
3.0 (449) at S 500 L 4MT AMG Line	33.2	4.7	196	50	£109550
3.0 (517) at S 580 e L AMG Line	353.1	4.9	19	50	£118460
4.0 (503) at S 580 4MT Maybach	26.4	4.8	242	50	£175840
4.0 (802) auto AMG S 63 E Perf	23.9	3.3	104	50	£188820
6.0 (612) at S 680 4MT M'bach 1st	20.9	4.5	321	50	£220550
3.0 (313) auto S 350 d AMG Line	45.6	5.6	164	50	£93955
3.0 (313) auto S 350 d L AMG Line	42.8	5.6	166	50	£98015
3.0 (367) at S 450 d L 4MT AMG Li	41.5	5.0	171	50	£102995

EQS - 5216x1926mm
Euro NCAP: ★★★★★ Driver Power: N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
96kWh (292) at EQS 350 AMG Line	409	6.7	0	50	£99835
118kWh (360) at EQS 450+ AMG Li	481	6.2	0	50	£112610
118kWh (658) at AMG 53 4MAT+	378	3.8	0	50	£161860

Business Class: add £7000 to AMG Line

V-Class - 4895-5370x1928mm
Euro NCAP: ★★★★★ Driver Power: N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
2.0 (163) auto V 220 d Premium L	37.2	11.1	192	37	£74670
2.0 (237) auto V 300 d Premium L	36.2	7.9	196	43	£79950
2.0 (237) auto V 300 d Exclusive L	36.2	7.9	200	43	£90010
2.0 (163) auto V 220 d Premium XL	37.2	11.2	194	37	£75680
2.0 (237) auto V 300 d Premium XL	36.2	7.9	198	43	£80960
2.0 (237) at V 300 d Exclusive XL	36.2	7.9	199	43	£86820
2.0 (237) auto V 300 d M.P Prem L	34.9	8.6	207	44	£88420

EQV - 5370x1928mm
Euro NCAP: ★★★★★ Driver Power: N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
90kWh (204) auto EQV 300 Sport	213	12.1	0	44	£87995

Premium: add £2780 **Premium Plus:** add £8075

GLA-Class - 4412x1834mm
Euro NCAP: ★★★★★ Driver Power: N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.3T (136) at 180 Sport Edition	42.2	10.0	153	29	£35660
1.3T (163) at 200 Sport Executive	42.2	8.9	153	29	£37845
2.0T (218) auto 250 e AMG Li Exec	256.8	7.9	25	40	£45520
2.0T (306) auto AMG 35 4MATIC	32.1	5.2	201	41	£53465
2.0T (421) at AMG 45 S 4MATIC+	28.5	4.3	225	41	£71235
2.0 (150) at 200 d Sport Executive	51.4	8.8	142	31	£38495
2.0 (190) at 220 d 4MT AMG Li Ex	48.7	7.5	151	36	£45960

AMG Line Executive: add £3480 to Sport Executive

EQA - 4463x1834mm
Euro NCAP: ★★★★★ Driver Power: N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
67kWh (190) auto 250+ Sport Exec	346	8.6	0	44	£49750
67kWh (190) auto 250+ AMG Line	323	8.6	0	44	£52010
67kWh (228) auto 300 4MT AMG Li	266	7.7	0	46	£53010

GLB-Class - 4634x1834mm
Euro NCAP: ★★★★★ Driver Power: N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.3T (163) at 200 Sport Executive	40.4	9.3	160	28	£39150
2.0T (306) auto AMG 35 4MATIC	31.0	5.5	207	41	£57885
2.0 (150) at 200 d Sport Executive	50.4	9.2	148	29	£39800
2.0 (190) at 220 d 4MT AMG Li Ex	47.1	7.8	158	35	£47080

AMG Line Executive: add £3480 to Sport Executive

EQB - 4634x1834mm
Euro NCAP: N/A Driver Power: N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
71kWh (190) auto 250+ Sport Exec	321	8.9	0	N/A	£52800
71kWh (190) auto 250+ AMG Line	300	8.9	0	N/A	£55060
67kWh (228) auto 300 4MT AMG Li	255	8.0	0	29	£55310

GLC-Class - 4721x1918mm
Euro NCAP: ★★★★★ Driver Power: N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
2.0T (280) at 300 4MAT AMG Line	37.2	6.2	171	42	£54945
2.0 Hyb (340) at 300 e 4MT Urban	470.8	6.7	13	47	£58860
2.0 Hyb (340) at 300 e 4MT AMG L	470.8	6.7	13	47	£63360
2.0 (219) at 220 d 4MAT AMG Line	52.3	8.0	141	40	£52895
2.0 (291) at 300 d 4MT AMG L Prm	48.7	6.3	151	44	£61805
2.0 Hyb (333) 300 de 4MT Urban	565.0	6.4	11	49	£61110
2.0 Hyb (333) 300 de 4MT AMG Li	565.0	6.4	11	49	£65610

GLC-Coupe - 4769x1920mm
Euro NCAP: ★★★★★ Driver Power: N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
2.0T (280) at 300 4MAT AMG Line	25.5	6.3	170	43	£61030
2.0 Hyb (340) at 300 e 4MT Urban	470.8	6.7	13	43	£65360
2.0 Hyb (340) at 300 e 4MT AMG L	470.8	6.7	13	43	£69860
2.0 (219) at 220 d 4MAT AMG Line	41.5	8.1	139	41	£59395
2.0 (291) at 300 d 4MT AMG L Prm	36.2	6.4	149	44	£67895

GLE-Class - 4924x2010mm
Euro NCAP: ★★★★★ Driver Power: N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
3.0T (403) at 450 4MAT Urban Ed	29.1	5.6	220	47	£80000
2.0 Hyb (375) at 400 e 4M Urban	313.9	6.1	20	47	£79360
3.0T (435) auto AMG 53 4MATIC+	26.7	5.0	241	50	£94190
4.0 V8TT (612) at AMG 63 S 4MT+	22.2	3.9	288	50	£143595
2.0 (289) at 300 d 4MAT Urban Ed	41.5	6.9	179	44	£75445
3.0 (389) at 450 d 4MAT Urban Ed	37.2	5.6	199	48	£79000
3.0 (329) at 350 de 4MAT Urban Ed	403.6	6.9	17	48	£77360

Seven seats: standard on GLE 450, AMG 53, 300 d, 450 d **AMG Line:** add £5000 to Urban Edition

GLE-Coupe - 4941x2018mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
2.0 Hyb (388) at 400 e 4M Urban Ed	313.9	6.1	17	49	£81360
3.0T (435) auto AMG 53 4MATIC+	27.4	5.0	235	50	£103190
4.0 V8TT (612) at AMG 63 S 4MT	22.6	3.9	284	50	£145595
3.0 (389) at 450 d 4MT Urban Ed	37.7	5.6	195	49	£81000
3.0 (389) at 350 de 4MT Urban Ed	470.8	6.9	17	49	£79360

AMG Line: add £5000 to Urban Edition

EQE SUV - 4863x1940mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
96kWh (292) at 350+ AMG Line Ed	376	6.9	0	50	£75495
91kWh (292) at 350 4MAT AMG Li Ed	339	6.6	0	50	£79995
96kWh (408) at 500 AMG Line Ed	362	5.0	0	50	£90560
91kWh (617) auto AMG 53 4MAT+	280	3.7	0	50	£114995

GLS-Class - 5209x2030mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
3.0T (381) at 450 4MAT AMG Line	25.2	6.1	241	47	£110190
4.0 V8TT (579) at 600 Maybach	20.2	4.9	313	50	£177595
4.0 V8TT (579) at 600 May 1st Class	20.0	4.9	315	50	£181895
4.0 V8TT (634) at AMG 63 4MAT+	22.1	4.2	303	50	£153595
3.0 (330) at 450 d 4MAT AMG Line	32.1	6.1	230	50	£108190

Business Class: add £10385 to GLS 450, add £10000 to GLS 450 d

EQS SUV - 5125x1957mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
118kWh (360) at 450 4MAT AMG Li	401	6.1	0	50	£129470
118kWh (544) at 580 4MAT AMG Li	400	4.7	0	50	£139470
118kWh (658) at 680 4MAT Maybach	369	4.4	0	50	£200860

Business Class: add £14325 to AMG Line

G-Class - 4873x1984mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
3.0T (469) auto 500 AMG Line	25.0	5.4	257	50	£146095
4.0 V8TT (605) at AMG 63 4MAT	19.1	4.4	338	50	£184595
3.0 (387) auto G 450 d AMG Line	31.7	5.8	235	50	£136690
116kWh (587) at G 580 EQ Edition 1	289	4.7	0	50	£180860

Carbon Edition: add £10000 to AMG 63 **Manufaktur Edition:** add £16500 to AMG 63 **Magno Edition:** add £19000 to AMG 63

CLE-Class Coupe - 4850x1861mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
2.0T (204) auto CLE 200 AMG Line	44.1	7.4	145	35	£46620
2.0T (258) at CLE 300 4MT AMG Li P	39.8	6.2	162	40	£55780
2.0T (313) at CLE 300 e AMG Li P	470.8	6.3	13	45	£60610
3.0T (381) at CLE 450 4MT AMG Li P	36.7	4.4	175	43	£66320
3.0T (449) at AMG CLE 53 4MAT+	30.4	4.2	212	44	£73075
2.0 (197) auto CLE 220 d AMG Line	60.1	7.5	123	36	£49070

CLE-Class Cabriolet - 4850x1861mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
2.0T (204) auto CLE 200 AMG Line	42.2	7.9	153	40	£53030
2.0T (258) at CLE 300 4MT AMG Li P	38.2	6.6	167	44	£59780
3.0T (381) at CLE 450 4MT AMG Li P	35.5	4.7	180	46	£70320
3.0T (449) at AMG CLE 53 4MAT+	29.4	4.4	218	47	£77075
2.0 (197) auto CLE 220 d AMG Line	57.7	7.9	129	41	£55070

AMG SL - 4700x1915mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
2.0T (421) auto SL 43 Touring	30.7	4.7	210	50	£106555
2.0T (421) at SL 43 Premium Plus	30.7	4.7	215	50	£117250
4.0 V8TT (476) at SL 55 4MT Prem+	21.1	3.9	305	50	£147855
4.0 V8TT (585) at SL 63 4MT Prem+	21.2	3.6	305	50	£172105
4.0 V8TT (816) at SL 63 4MT S E Prf	36.7	2.9	175	50	£190845

Touring/Touring Plus: same price as Premium/Premium Plus (not SL 63) **Ultimate:** add £7500 to SL 63

AMG GT - 4728x1984mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
4.0 V8TT (585) at 63 4MT Prem+	20.0	3.2	319	50	£164905
4.0 V8TT (585) at 63 4MT Launch Ed	20.0	3.2	319	50	£180905
4.0 V8TT (816) at 63 4MT S E Prf P+	34.5	2.8	188	50	£180745

Ultimate: add £1100 to Premium Plus

MG

Dealers: 71 **Warranty:** 7 yrs/80000 mls

MG3 - 4113x1797mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.5 Hybrid+ (194) auto SE	64.2	8.0	100	23	£18495
1.5 Hybrid+ (194) auto Trophy	64.2	8.0	100	24	£20495

MG4 - 4287x1836mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
51kWh (170) auto SE	218	7.7	0	27	£26995
64kWh (203) auto SE Long Range	281	7.9	0	28	£29495
64kWh (203) at Trophy Long Range	270	7.9	0	29	£32495
77kWh (245) auto Extended Range	323	6.5	0	33	£36495
64kWh (435) auto XPower	239	3.7	0	40	£36495

MG5 - 4600x1818mm
Euro NCAP: N/A **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
52.5kWh (156) auto SE	214	7.7	0	32	£30995

Trophy: add £2500 to SE

ZS - 4430x1818mm
Euro NCAP: ★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.5 Hybrid+ (196) auto SE	55.4	8.7	115	N/A	£21995
1.5 Hybrid+ (196) auto Trophy	55.4	8.7	115	N/A	£24495

ZS EV - 4314x1809mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
51kWh (176) auto SE	198	8.0	0	21	£30495
73kWh (156) auto SE Long	273	8.2	0	21	£32995

Trophy: add £2500 to EV SE

HS - 4670x1890mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.5 T-GDi (162) SE	38.2	9.4	168	24	£24995
1.5 T-GDi (162) auto SE	37.2	9.6	173	25	£26495
1.5 T-GDi (371) auto SE Plug-In	672.6	6.8	12	27	£31495

Trophy: add £2500 to SE

Cyberster - 4535x1913mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
77kWh (340) auto Trophy	316	5.0	0	47	£54995
77kWh (503) auto GT	276	3.2	0	50	£59995

MINI

Dealers: 148 **Warranty:** 3 yrs/unlimited mls

Cooper - 3858x1744mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.5T (156) auto C Classic	47.9	7.7	133	21	£23150
1.5T (156) auto C Exclusive	47.9	7.7	134	22	£25350
2.0T (204) auto S Classic	45.6	6.6	140	25	£27550
2.0T (204) auto S Exclusive	45.6	6.6	140	25	£29750
41kWh (184) auto E Classic	190	7.3	0	20	£30000
41kWh (184) auto E Exclusive	190	7.3	0	20	£32200
54kWh (218) auto SE Classic	250	6.7	0	26	£34500
54kWh (218) auto SE Exclusive	250	6.7	0	26	£36700

Sport: add £1300 to Exclusive

Cooper 5-Door - 4036x1744mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.5T (156) auto C Classic	47.1	8.0	136	N/A	£24050
1.5T (156) auto C Exclusive	46.3	8.0	137	N/A	£26250
2.0T (204) auto S Classic	44.8	6.8	142	N/A	£28450
2.0T (204) auto S Exclusive	44.8	6.8	142	N/A	£30650

Sport: add £1300 to Exclusive

Aceman - 4079x1754mm
Euro NCAP: N/A **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
38.5kWh (184) auto E Classic	192	7.9	0	20	£31800
38.5kWh (184) auto E Exclusive	190	7.9	0	20	£34550
49.2kWh (218) auto SE Classic	251	7.1	0	23	£36300
49.2kWh (218) auto SE Exclusive	249	7.1	0	24	£39050

Sport: add £1850 to Exclusive

Countryman - 4444x1843mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.5T (170) auto C Classic	47.9	8.3	133	20	£29340
1.5T (170) auto C Exclusive	47.9	8.3	134	21	£31840
2.0T (218) auto S Classic ALL4	42.8	7.1	148	25	£34740
2.0T (218) auto S Exclusive ALL4	42.2	7.1	151	25	£37650
2.0T (300) auto JCW ALL4	36.2	5.4	177	30	£41575
64.6kWh (204) auto E Classic	286	8.6	0	23	£42080
64.6kWh (204) auto E Exclusive	281	8.6	0	24	£44580
64.6kWh (313) auto SE Classic ALL4	266	5.6	0	31	£47180
64.6kWh (313) at SE Exclusive ALL4	262	5.6	0	31	£49680

Sport: add £1200 to Exclusive

MORGAN

Dealers: 18 **Warranty:** TBC

Super 3 - 3581-1840mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.5 (118) Super 3	40.0	7.0	130	N/A	£43165

Roadster - 3700-3890x1680-1756mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
2.0TT (255) Plus 4	39.0	5.2	165	N/A	£62995
2.0TT (255) auto Plus 4	40.0	4.8	159	N/A	£64995
3.0TT (335) auto Plus 6	34.0	4.2	180	N/A	£81995

NISSAN

Dealers: 221 **Warranty:** 3 yrs/60000 mls

Leaf - 4490x1812mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
39kWh (150) auto Shiro	168	7.9	0	25	£28495
39kWh (150) auto Acenta	168	7.9	0	24	£28995

N-Connecta: add £1500 to Acenta
Tekna: add £3000 to Acenta

Juke - 4210x1800mm
Euro NCAP: ★★★★★ **Driver Power:** 28th

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.0 DIG-T (114) Acenta Premium	48.7	10.7	133	13	£23500
1.0 DIG-T (114) N-Connecta	48.7	10.7	133	14	£25500
1.0 DIG-T (114) at Acenta Premium	47.1	11.8	137	12	£25000
1.0 DIG-T (114) auto N-Connecta	47.1	11.8	137	14	£27000
1.6 Hybrid (143) auto N-Connecta	58.4	10.1	110	14	£29095

Tekna: add £1500 to N-Connecta
Tekna+: add £1400 to Tekna
N-Sport: same price as Tekna+

Qashqai - 4394x1806mm
Euro NCAP: ★★★★★ **Driver Power:** 42nd

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.3 DiG-T (140) Acenta Premium	44.8	10.2	142	12	£30135
1.3 DiG-T (140) Tekna	44.1	10.2	145	13	£34845
1.3 DiG-T (158) Acenta Premium	44.8	9.5	142	17	£30855
1.3 DiG-T (158) Tekna	44.1	9.5	145	18	£35565
1.3 DiG-T (158) at Acenta Premium	45.6	9.2	141	15	£32455
1.3 DiG-T (158) auto Tekna	44.1	9.2	144	16	£37465
1.3 DiG-T (158) at N-Connecta AWD	40.9	9.9	155	15	£36410
1.3 DiG-T (158) auto Tekna AWD	40.4	9.9	157	16	£39250
1.5 e-Power (190) at Acenta Prem	54.3	7.9	117	24	£34430
1.5 e-Power (190) auto Tekna	53.3	7.9	119	26	£39620

N-Connecta: add £2170 to Acenta Premium **N-Design:** add £4170 to Acenta Premium **Tekna+:** add £2790 to Tekna (not DiG-T 140)

X-Trail - 4680x1840mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.5 VC-T (163) at Acenta Premium	39.8	9.6	157	22	£35175
1.5 VC-T (163) auto Tekna	38.7	9.6	161	23	£41240
1.5 e-Power (204) at Acenta Prem	48.7	8.0	129	24	£37540
1.5 e-Power (204) auto Tekna	47.1	8.0	133	26	£43655
1.5 e-P (213) at Acenta Prem AWD	44.8	7.0	141	28	£39790
1.5 e-Power (213) at Tekna AWD	43.5	7.0	144	30	£45855

Seven seats: add £1000 (not e-Power 204) **N-Connecta:** add £2825 to Acenta Premium **Tekna+:** add £2670 to Tekna

Ariya - 4595x1850mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
63kWh (217) auto Engage	251	7.5	0	30	£39645
63kWh (217) auto Advance	250	7.5	0	30	£43145
87kWh (242) auto Engage	330	7.6	0	34	£44645
87kWh (242) auto Advance	329	7.6	0	34	£48145
87kWh (306) auto Advance 4WD	319	5.7	0	41	£50845

Evolve: add £3995 to Advance

OMODA

Dealers: TBC **Warranty:** 7 yrs/100000 mls

Omoda 5 - 4424x1830mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.6T (187) auto Comfort	31.2	7.9	170	34	£25235
1.6T (187) auto Noble	31.2	7.9	170	35	£27035
61kWh (204) auto Comfort	257	7.2	0	34	£33055
61kWh (204) auto Noble	257	7.2	0	35	£34555

PEUGEOT

Dealers: 283 **Warranty:** 3 yrs/60000 mls

208 - 4055x1745mm
Euro NCAP: ★★★★ **Driver Power:** 6th

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.2 PureTech (100) Allure	58.2	10.1	117	21	£23710
1.2 Hybrid (100) auto Allure	65.9	9.8	102	22	£25510
1.2 Hybrid (100) auto GT	65.9	9.8	104	21	£27660
1.2 Hybrid (136) auto GT	65.0	8.1	105	29	£28860
50kWh (136) auto Allure	225	8.1	0	28	£29950
50kWh (136) auto GT	225	8.1	0	31	£32100
51kWh (156) auto Allure	259	8.2	0	28	£30750
51kWh (156) auto GT	259	8.2	0	31	£32900

308 - 4367x1859mm
Euro NCAP: ★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.2T PureTech (130) auto Active	51.9	9.7	126	19	£29645
1.2T PureTech (130) auto GT	51.9	9.7	130	20	£33670
1.2T Hybrid (136) auto Active	62.6	9.3	107	19	£30265
1.2T Hybrid (136) auto GT	62.6	9.3	111	21	£34470
1.6 PHEV (180) auto Allure	242.7	7.6	28	26	£38060
1.6 PHEV (180) auto GT	242.7	7.6	29	28	£40870
1.6 PHEV (225) auto GT	242.7	7.5	29	29	£42270
1.5 BlueHDi (130) auto Active	59.6	10.6	128	19	£30865
1.5 BlueHDi (130) auto GT	59.6	10.6	132	21	£35070
54kWh (156) auto Allure	257	9.8	0	24	£38650
54kWh (156) auto GT	257	9.8	0	25	£40720

308 SW: add £1200 **Allure:** add £1530 to Active

408 - 4687x1859mm
Euro NCAP: ★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.2T PureTech (130) auto Allure	48.1	10.4	136	19	£33195
1.2T PureTech (130) auto GT	48.1	10.4	136	21	£35935
1.2T Hybrid (136) auto Allure	58.8	10.2	114	N/A	£33810
1.2T Hybrid (136) auto GT	58.8	10.2	114	N/A	£36730
1.6 PHEV (180) auto Allure	231.9	8.1	31	28	£40550
1.6 PHEV (180) auto GT	231.9	8.1	31	29	£43410
1.6 PHEV (225) auto GT	232.3	7.8	31	31	£44820

508 Fastback - 4750x1859mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.6 Hybrid (225) auto Allure	274.8	7.9	34	36	£45765
1.6 Hybrid (225) auto Allure SW	274.8	8.0	37	36	£46965

e-Rifter - 4403-4753x1878mm
Euro NCAP: ★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
50kWh (100) auto Allure	199	N/A	0	N/A	£32320
50kWh (100) auto GT	199	N/A	0	N/A	£35115
50kWh (100) auto Allure Long	199	N/A	0	N/A	£33220
50kWh (100) auto GT Long	199	N/A	0	N/A	£36015

e-Traveller - 4981-5331x1920mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
75kWh (136) auto Active	217	10.8	0	38	£48995
75kWh (136) auto Active Long	217	10.8	0	40	£49895

Allure: add £5325

2008 - 4300x1770mm
Euro NCAP: ★★★★ **Driver Power:** 8th

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.2 PureTech (130) Allure	52.7	9.7	131	16	£28405
1.2 PureTech (130) auto Allure	48.9	9.2	138	16	£30010
1.2 Hybrid (136) auto Allure	62.1	8.3	111	23	£30805
50kWh (136) auto Allure	232	9.8	0	26	£34400
54kWh (156) auto Allure	271	9.1	0	26	£35200

GT: add £2150 to Allure (not PureTech 130 manual)

3008 - 4542x1895mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.2T Hybrid (136) auto Allure	52.5	10.2	123	22	£35035
1.2T PHEV (195) auto Allure	356.2	7.8	19	N/A	£40750
73kWh (210) auto Allure	327	8.8	0	32	£45950
98kWh (230) auto Allure	422	N/A	0	N/A	£48650

GT: add £3800 to Allure

5008 - 4791x1895mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.2T Hybrid (136) auto Allure	52.5	11.3	130	23	£37735
1.2T PHEV (195) auto Allure	356.2	8.3	23	N/A	£43450
73kWh (210) auto Allure	311	9.7	0	33	£48650

GT: add £3800 to Allure

POLESTAR

Dealers: 2 **Warranty:** 3 yrs/60000 mls

Polestar 2 - 4606x1859mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
70kWh (268) auto Standard	343	6.2	0	34	£44950
82kWh (295) auto Long Range	408	5.9	0	35	£48950
82kWh (416) auto LR Dual Motor	369	4.3	0	42	£52950
82kWh (469) at LR Dual Motor Perf	352	4.0	0	42	£57950

Polestar 4 - 4840x2008mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
100kWh (268) auto Long Range	385	6.9	0	45	£59990
100kWh (536) at Long Dual Motor	367	3.7	0	48	£66990

Polestar 3 - 4900x1968mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
111kWh (295) auto Long Range	438	7.5	0	50	£69900
111kWh (483) auto LR Dual Motor	392	4.8	0	50	£75900
111kWh (510) at LR Dual Motor Perf	347	4.5	0	50	£81500

PORSCHE

Dealers: 36 **Warranty:** 3 yrs/unlimited mls

Taycan - 4963x1966-1998mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
89kWh (408) auto	367	4.8	0	50	£86500
89kWh (544) auto 4S	346	3.7	0	50	£95900
105kWh (408) auto Perf Battery+	421	4.8	0	50	£90954
105kWh (544) at 4S Perf Battery+	399	3.7	0	50	£100196
105kWh (884) auto Turbo	391	2.7	0	50	£134100
105kWh (952) auto Turbo S	391	2.4	0	50	£161400
105kWh (1034) auto Turbo GT	344	2.3	0	50	£186300
105kWh (1034) at T GT Weissach	345	2.2	0	50	£186300

Taycan Sport Turismo - 4963x1966mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
89kWh (408) auto	351	4.8	0	50	£87300
89kWh (544) auto 4S	332	3.7	0	50	£96700
105kWh (408) auto Perf Battery+	404	4.8	0	50	£91754
105kWh (544) at 4S Perf Battery+	383	3.7	0	50	£100996
105kWh (884) auto Turbo	377	2.7	0	50	£134800
105kWh (952) auto Turbo S	375	2.4	0	50	£162100

Taycan Cross Turismo - 4974x1967mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
105kWh (435) auto 4	381	4.7	0	50	£96800
105kWh (598) auto 4S	379	3.8	0	50	£100400
105kWh (884) auto Turbo	371	2.8	0	50	£135200
105kWh (952) auto Turbo S	370	2.5	0	50	£162500

Panamera - 5052x1937mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
2.9 V6 (353) auto	29.1	5.3	219	50	£82500
2.9 V6 (353) auto 4	27.7	5.0	230	50	£85500
2.9 V6 (470) auto 4 E-Hybrid	282.5	4.1	23	50	£91000
2.9 V6 (353) auto 4S E-Hybrid	256.8	3.7	24	50	£102100
4.0 V8 (500) auto GTS	256.8	3.8	274	50	£125600
4.0 V8 (680) auto Turbo E-Hybrid	235.4	3.2	27	50	£145400
4.0 V8 (782) auto Turbo S E-Hybrid	201.8	2.9	31	50	£168700

Macan - 4726x1927mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
2.0T (265) auto	28.0	6.4	228	39	£54900
2.0T (265) auto T	28.0	6.2	229	39	£59900
3.0 V6 (380) auto S	25.4	4.8	251	42	£61500
3.0 V6 (440) auto GTS	25.0	4.5	255	47	£73400

Macan Electric - 4784x1938mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
100kWh (360) auto	398	5.7	0	N/A	£67200
100kWh (408) auto 4	381	5.2	0	N/A	£69800
100kWh (516) auto 4S	377	4.1	0	N/A	£75400
100kWh (639) auto Turbo	367	3.3	0	N/A	£95000

Cayenne - 4930x1983mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
3.0 V6T (353) auto	26.2	6.0	246	44	£76000
4.0 V8TT (474) auto S	22.8	5.0	282	48	£91500
4.0 V8TT (500) auto GTS	22.4	4.7	287	50	£106100
2.9 V6 (470) auto E-Hybrid	188.3	4.9	33	50	£84800
3.0 V6 (519) auto S E-Hybrid	201.8	4.7	31	50	£93700
4.0 V8 (739) auto Turbo E-Hybrid	166.2	3.7	39	50	£139100

Cayenne Coupe - 4930x1983mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
3.0 V6T (353) auto	25.9	5.7	247	44	£80100
4.0 V8TT (474) auto S	22.6	4.7	284	50	£96900
4.0 V8TT (500) auto GTS	22.4	4.4	287	50	£107700
2.9 V6 (470) auto E-Hybrid	188.3	4.9	33	50	£88500
3.0 V6 (519) auto S E-Hybrid	201.8	4.7	31	50	£98500
4.0 V8 (739) auto Turbo E-Hybrid	156.9	3.7	40	50	£144500
4.0 V8 (739) at Turbo E-Hybrid GT	156.9	3.6	40	50	£164800

718 Boxster - 4379x1801mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
2.0T (300) 718 Boxster	30.1	5.1	212	44	£55800
2.0T (300) auto 718 Boxster	31.7	4.9	201	44	£57999
2.5T (350) 718 Boxster S	29.4	4.6	229	46	£65800
2.5T (350) auto 718 Boxster S	29.4	4.4	218	46	£67999
4.0 (400) 718 Boxster GTS 4.0	25.9	4.5	247	49	£77300
4.0 (400) auto 718 Boxster GTS 4.0	28.0	4.0	230	49	£79832

718 Cayman - 4379x1801mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
2.0T (300) 718 Cayman	30.4	5.1	212	42	£53800
2.0T (300) auto 718 Cayman	31.7	4.9	201	42	£55999
2.5T (350) 718 Cayman S	28.0	4.9	228	44	£63800
2.5T (350) auto 718 Cayman S	29.4	4.4	217	44	£65999
4.0 (400) 718 Cayman GTS 4.0	25.9	4.5	247	46	£75300
4.0 (400) at 718 Cayman GTS 4.0	28.0	4.0	230	46	£77832

911 - 4542-4553x1852-1900mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
3.0TT (394) auto Carrera	28.0	3.9	230	50	£99800
3.6TT (541) auto Carrera GTS	26.9	3.0	239	50	£132600
3.6TT (541) auto Carrera 4 GTS	26.9	3.0	239	50	£139100
3.7TT (650) auto Turbo 50 Years	23.0	2.7	278	50	£200600
4.0 (525) auto GT3 RS	21.1	3.2	305	50	£192600
4.0 (525) S/T	20.5	3.7	313	50	£231600

GT3 Touring Package: same as GT3

911 Cabriolet - 4542-4553x1852mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
3.0TT (394) auto Carrera	27.4	4.1	235	50	£109800
3.6TT (541) auto Carrera GTS	26.4	3.1	243	50	£142600
3.6TT (541) auto Carrera 4 GTS	26.4	3.1	244	50	£149100

911 Targa: same price as Carrera 4 GTS

RENAULT

Dealers: 158 **Warranty:** 5 yrs/100000 mls

5 E-Tech - 3922x1774mm
Euro NCAP: ★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
40kWh (120) auto Evolution	190	9.0	0	N/A	£22995
40kWh (120) auto Techno	190	9.0	0	N/A	£24995
40kWh (120) auto Iconic Five	190	9.0	0	N/A	£26995
52kWh (150) auto Techno	248	8.0	0	N/A	£26995
52kWh (150) auto Iconic Five	248	8.0	0	N/A	£28995

Clio - 4050x1798mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.0 TCe (90) Evolution	54.3	12.2	118	10	£18395
1.0 TCe (90) Techno	53.3	12.2	119	11	£19995
1.0 TCe (90) Esprit Alpine	53.3	12.2	120	11	£21595
1.6 E-Tech (145) auto Evolution	65.7	9.3	96	15	£21695
1.6 E-Tech (145) auto Techno	65.7	9.3	97	15	£23295

NEW CAR PRICES

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.6 E-Tech (145) auto Esprit Alpine	65.7	9.3	97	15	£24895

Megane E-Tech - 4200x1768mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
60kWh (220) auto Evolution	285	7.5	0	26	£33995
60kWh (220) auto Techno	282	7.5	0	25	£35995
60kWh (220) auto Iconic	281	7.5	0	26	£37995

Captur - 4239x1797mm
Euro NCAP: ★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.0 TCe (90) Evolution	47.1	13.3	135	11	£21395
1.0 TCe (90) Techno	47.9	13.3	134	11	£23095
1.6 E-Tech (145) auto Evolution	61.4	10.6	105	16	£24695
1.6 E-Tech (145) auto Techno	61.4	10.6	104	16	£26395
1.6 E-Tech (145) auto Esprit Alpine	60.1	10.6	105	16	£28095

Arkana - 4568x1821mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.6 E-Tech hyb (145) at Evolution	60.1	10.8	105	15	£27395
1.6 E-Tech hyb (145) auto Techno	60.1	10.8	107	16	£29395
1.6 E-Tech hyb (145) at Esprit Alpine	58.9	10.8	110	17	£31695

Symbioz - 4413x1797mm
Euro NCAP: ★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.6 E-Tech hyb (145) auto Techno	61.4	10.6	104	16	£29295
1.6 E-Tech hyb (145) at Techno Alp	61.4	10.6	105	17	£31295
1.6 E-Tech hyb (145) at Iconic Alp	60.1	10.6	106	17	£33295

Scenic E-Tech - 4470x1864mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
60kWh (170) auto Techno	260	8.6	0	28	£37495
87kWh (220) auto Techno	379	7.9	0	32	£40995
87kWh (220) auto Esprit Alpine	372	7.9	0	32	£43495
87kWh (220) auto Iconic	369	7.9	0	32	£45495

Austral - 4510x1825mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.2 E-Tech hyb (200) at Techno	60.1	8.4	105	21	£34695
1.2 E-Tech hyb (200) at Techno Alp	60.1	8.4	106	22	£36695
1.2 E-Tech hyb (200) at Iconic Alp	60.1	8.4	107	23	£38695

Rafale - 4710x1866mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.2 E-Tech hyb (200) auto Techno	60.1	8.6	106	29	£38195
1.2 E-Tech hyb (200) at Techno Alp	60.1	8.6	106	30	£42195
1.2 E-Tech hyb (200) at Iconic Alp	60.1	8.6	107	30	£44695
1.2 E-Tec PHEV (300) at Techno Alp	564.9	6.4	12	38	£45695
1.2 E-Tec PHEV (300) at Atelier Alp	403.5	6.4	15	39	£49695

ROLLS-ROYCE

Dealers: 6 **Warranty:** 4 yrs/unlimited mls

Cullinan - 5341x2164mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
6.75 V12 (571) auto	18.1	5.2	341	50	£332000
6.75 V12 (600) auto Black Badge	17.3	5.1	343	50	£380000

Ghost - 5545-5715x2148mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
6.75 V12 (571) auto	18.6	4.6	347	50	£278000
6.75 V12 (571) auto EWB	18.5	4.6	348	50	£310400
6.75 V12 (600) auto Black Badge	17.9	4.5	359	50	£323000

Phantom - 5762-5982x2018mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
6.75 V12 (571) auto	18.8	5.1	328	50	£417200
6.75 V12 (571) auto EWB	18.6	5.2	328	50	£479000

Spectre - 5475x1996mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
120kWh (577) auto	323	4.5	0	50	£332000

SEAT

Dealers: 128 **Warranty:** 3 yrs/60000 mls

Ibiza - 4059x1780mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.0 TSI (95) SE	55.4	11.0	117	11	£19725
1.0 TSI (95) FR	52.3	11.0	123	12	£22105
1.0 TSI (95) Xcellence	51.4	11.0	126	12	£22320
1.0 TSI (115) FR	51.4	9.7	124	15	£22520
1.0 TSI (115) Xcellence	51.4	9.7	125	15	£22575
1.0 TSI (115) auto FR	51.4	9.9	126	15	£23600
1.0 TSI (115) auto Xcellence	50.4	9.9	126	15	£23655

SE Technology: add £1070 to SE
FR Sport: add £915 to FR
Xcellence Lux: add £1250 to Xcellence **Anniversary Edition:** add £955 to FR Sport

Leon - 4368x1991mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.5 TSI (115) SE	50.4	10.4	128	14	£24250
1.5 TSI (115) FR	48.7	10.4	131	14	£27785
1.5 eTSI (115) auto SE	53.3	10.4	120	14	£27280
1.5 eTSI (115) auto FR	52.3	10.4	123	15	£30025
1.5 TSI (150) FR	48.7	8.7	131	19	£29365
1.5 eTSI (150) auto FR	52.3	8.7	123	19	£31375
1.5 e-Hybrid (204) auto FR	706.2	7.7	8	24	£36445
2.0 TDI (115) SE	62.8	8.7	119	19	£27190
2.0 TDI (150) FR	58.9	8.7	127	19	£31420

Leon ST estate: add £1480
SE Dynamic: add £1680 to SE
FR Sport: add £1915 to FR (not 1.0 TSI manual)

Arona - 4138x1780mm
Euro NCAP: ★★★★★ **Driver Power:** 26th

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.0 TSI (95) S	49.6	11.3	129	10	£19995
1.0 TSI (95) SE	51.4	11.3	124	10	£22460
1.0 TSI (115) FR	52.3	10.0	124	14	£25875
1.0 TSI (115) Xperience	52.3	10.0	123	14	£26595
1.0 TSI (115) auto SE	50.4	10.3	127	12	£23700
1.0 TSI (115) auto FR	50.4	10.3	128	14	£26955
1.0 TSI (115) auto Xperience	50.4	10.3	128	14	£27595
1.5 TSI (150) auto FR	49.6	8.4	129	18	£27240

SE Technology: add £1065 to SE
FR Sport: add £1170 to FR **Xperience Lux:** add £1665 to Xperience

Ateca - 4381x1841mm
Euro NCAP: ★★★★★ **Driver Power:** 14th

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.0 TSI (115) SE	47.1	11.0	137	13	£28635
1.5 Eco TSI (150) SE	45.6	9.0	141	18	£30560
1.5 Eco TSI (150) FR	43.5	9.0	148	18	£32430
1.5 Eco TSI (150) Xperience	43.5	9.0	149	18	£32715
1.5 Eco TSI (150) auto SE	44.1	9.0	145	18	£32180
1.5 Eco TSI (150) auto FR	42.8	9.0	150	18	£33840
1.5 Eco TSI (150) auto Xperience	42.8	9.0	151	18	£34505

SE Technology: add £875 to SE
FR Sport: add £2545 to FR **Xperience Lux:** add £3285 to Xperience

SERES

Dealers: TBC **Warranty:** 5 yrs/75000 mls

Seres 3 - 4385x1850mm
Euro NCAP: N/A **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
54kWh (160) auto Active	205	8.9	0	N/A	£29995
54kWh (160) auto Spirit	205	8.9	0	N/A	£31995

SKODA

Dealers: 135 **Warranty:** 3 yrs/60000 mls

Fabia - 4108x1780mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.0 MPI (80) SE Edition	53.9	15.7	116	4	£19880
1.0 MPI (80) Design Edition	54.3	15.7	116	4	£20680
1.0 TSI (95) SE Edition	55.8	10.7	117	11	£20430
1.0 TSI (95) Design Edition	56.2	10.7	117	11	£21230
1.0 TSI (116) SE Edition	55.6	9.3	116	15	£20930
1.0 TSI (116) Design Edition	56.1	9.3	116	15	£21730
1.0 TSI (116) SE L Edition	56.0	9.3	117	15	£22615
1.0 TSI (116) Monte Carlo Edition	54.6	9.3	118	15	£23115
1.0 TSI (116) auto SE Edition	53.8	9.7	126	14	£21930
1.0 TSI (116) auto Design Edition	54.2	9.7	126	14	£22730
1.0 TSI (116) auto SE L Edition	54.1	9.7	127	14	£23565
1.0 TSI (116) at Monte Carlo Edition	52.7	9.7	128	15	£24065
1.5 TSI (150) auto Design Edition	52.1	8.0	124	20	£24445
1.5 TSI (150) auto SE L Edition	52.1	8.0	124	20	£25280
1.5 TSI (150) at Monte Carlo Edition	50.9	8.0	125	20	£25780

Scala - 4362x1793mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.0 TSI (95) SE Edition	55.4	10.8	119	12	£22255
1.0 TSI (116) SE Edition	54.8	9.5	119	15	£23230
1.0 TSI (116) Monte Carlo Edition	52.5	9.5	119	16	£27955
1.0 TSI (116) auto SE Edition	52.9	10.1	130	14	£24580
1.0 TSI (116) at Monte Carlo Edition	51.0	10.1	130	15	£29305
1.5 TSI (150) SE Edition	52.3	8.2	124	20	£24530
1.5 TSI (150) Monte Carlo Edition	50.4	8.2	124	21	£29255
1.5 TSI (150) auto SE Edition	52.1	8.2	131	21	£25880
1.5 TSI (150) at Monte Carlo Edition	50.5	8.2	131	21	£30605

SE L Edition: add £1800 to SE Edition

Octavia - 4698x1829mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.5 TSI (116) SE Technology	54.3	10.4	118	14	£26775
1.5 TSI (116) auto SE Technology	57.5	10.6	112	14	£28815
1.5 TSI (150) SE L	53.3	8.5	121	20	£31250
1.5 TSI (150) SportLine	51.4	8.5	125	21	£32255
1.5 TSI e-Tec (150) auto SE L	57.3	8.5	112	20	£33290
1.5 TSI e-Tec (150) auto SportLine	55.2	8.5	117	21	£34295
2.0 TSI (265) auto vRS	40.3	6.5	159	N/A	£38670
2.0 TDI (116) SE Technology	66.2	10.0	112	17	£29320
2.0 TDI (116) SE L	65.5	10.0	113	18	£32370
2.0 TDI (150) auto SE Technology	63.4	8.5	117	21	£31720
2.0 TDI (150) auto SE L	62.8	8.5	118	22	£34770
2.0 TDI (150) auto SportLine	60.6	8.5	122	N/A	£35775

Octavia Estate - 4698x1829mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.5 TSI (116) SE Technology	52.9	10.5	121	14	£27755
1.5 TSI (116) auto SE Technology	56.1	10.7	115	14	£29795
1.5 TSI (150) SE L	51.7	8.6	124	20	£32480
1.5 TSI (150) SportLine	50.5	8.6	127	20	£33285
1.5 TSI e-Tec (150) auto SE L	55.8	8.6	115	20	£34520
1.5 TSI e-Tec (150) auto SportLine	54.4	8.6	118	21	£35325
2.0 TSI (265) auto vRS	40.8	6.4	158	N/A	£39775
2.0 TDI (116) SE Technology	64.7	10.1	114	17	£30300
2.0 TDI (116) SE L	63.9	10.1	116	17	£33600
2.0 TDI (150) auto SE Technology	62.1	8.6	119	21	£32700
2.0 TDI (150) auto SE L	61.5	8.6	121	22	£36000
2.0 TDI (150) auto SportLine	59.9	8.6	124	N/A	£36805

Superb - 4912x1849mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.5 TSI e-Tec (150) auto SE Tech	54.2	9.2	119	23	£34875
1.5 TSI e-Tec (150) auto SE L	52.1	9.2	123	24	£38230
2.0 TSI (265) auto 4x4 L&K	36.3	5.6	177	34	£46355
2.0 TDI (150) auto SE Technology	58.0	9.2	128	24	£35390
2.0 TDI (150) auto SE L	56.0	9.2	133	25	£38405
2.0 TDI (193) auto 4x4 SE L	48.3	7.5	153	31	£42020
2.0 TDI (193) auto 4x4 L&K	47.8	7.5	156	31	£45740

Superb Estate - 4902x1849mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.5 TSI e-Tec (150) auto SE Tech	52.9	9.3	122	23	£36175
1.5 TSI e-Tec (150) auto SE L	51.0	9.3	126	24	£39530
1.5 TSI iV (204) auto SE Technology	784.3	8.1	8	29	£41465
1.5 TSI iV (204) auto SE L	682.8	8.1	9	30	£44820
1.5 TSI iV (204) auto L&K	735.7	8.1	9	30	£48540
2.0 TSI (265) auto 4x4 L&K	35.7	5.7	180	35	£47655
2.0 TDI (150) auto SE Technology	56.9	9.3	130	24	£36725
2.0 TDI (150) auto SE L	55.1	9.3	135	25	£39705
2.0 TDI (193) auto 4x4 SE L	47.7	7.6	155	30	£43320
2.0 TDI (193) auto 4x4 L&K	47.1	7.6	157	30	£47040

Kamiq - 4241x1793mm
Euro NCAP: ★★★★★ **Driver Power:** 40th

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.0 TSI (95) SE Edition	51.8	11.0	123	12	£24190
1.0 TSI (116) SE Edition	52.2	9.7	122	16	£25120
1.0 TSI (116) SE L Edition	50.8	9.7	126	15	£27335
1.0 TSI (116) auto SE Edition	50.5	10.2	127	16	£26520
1.0 TSI (116) auto SE L Edition	49.3	10.2	130	15	£28785
1.5 TSI (150) SE Edition	49.7	8.3	129	19	£26465
1.5 TSI (150) SE L Edition	48.2	8.3	132	20	£28730
1.5 TSI (150) auto SE Edition	49.6	8.3	129	20	£27865
1.5 TSI (150) auto SE L Edition	48.3	8.3	132	20	£30130

Monte Carlo Edition: add £2100 to SE L Edition

Elroq - 4488x1884mm
Euro NCAP: N/A **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
55kWh (170) auto 50 SE	232	8.7	0	N/A	£31500
63kWh (204) auto 60 SE L	N/A	N/A	0	N/A	£33350
63kWh (204) auto 60 Edition	N/A	N/A	0	N/A	£34450
63kWh (204) auto 60 SportLine	N/A	N/A	0	N/A	£37400
82kWh (286) auto 85 Edition	360	6.4	0	N/A	£38650
82kWh (286) auto 85 SportLine	360	6.4	0	N/A	£41600

Enyaq - 4658x1879mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
63kWh (204) auto 60 SE L	268	8.1	0	N/A	£39000
63kWh (204) auto 60 Edition	268	8.1	0	N/A	£40100
82kWh (286) auto 85 Edition	359	6.7	0	N/A	£44300
82kWh (286) auto 85x SportLine	332	6.7	0	N/A	£48750

Enyaq Coupe - 4658x1879mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
82kWh (286) auto 85 Edition	365	6.7	0	N/A	£46200
82kWh (286) auto 85x SportLine	334	6.7	0	N/A	£50650

Karoq - 4390x1841mm
Euro NCAP: ★★★★★ **Driver Power:** 19th

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.0 TSI (116) SE Drive	48.0	10.3	134	14	£29775
1.0 TSI (116) SE L	47.6	10.3	135	15	£31950
1.5 TSI (150) SE Drive	47.1	8.9	137	19	£30950
1.5 TSI (150) SE L	46.9	8.9	137	19	£33125
1.5 TSI (150) SportLine	45.0	8.9	143	20	£36190
1.5 TSI (150) auto SE Drive	46.2	9.0	139	19	£32400
1.5 TSI (150) auto SE L	46.0	9.0	140	19	£34575
1.5 TSI (150) auto SportLine	44.5	9.0	144	20	£37640
2.0 TSI (190) auto 4x4 SportLine	36.8	7.0	175	26	£41450
2.0 TDI (150) auto 4x4 SE L	48.9	8.7	152	20	£39560
2.0 TDI (150) auto 4x4 SportLine	48.8	8.7	152	21	£42625

Kodiaq - 4758x1864mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.5 TSI e-Tec (150) auto SE 5st	47.4	9.7	136	18	£36645
1.5 TSI e-Tec (150) auto SE L 7st	44.5	9.9	145	19	£40205
1.5 TSI e-Tec (150) at SportLine 7st	45.2	9.9	143	20	£42705
1.5 TSI iV (204) auto SE 5st	691.5	8.4	9	24	£41935
1.5 TSI iV (204) auto SE L 5st	578.4	8.4	11	24	£44635
1.5 TSI iV (204) auto SportLine 5st	598.1	8.4	11	25	£47135
2.0 TSI (204) auto 4x4 SE L 7st	36.6	7.5	175	27	£45255
2.0 TSI (204) auto 4x4 SportLine 7st	36.4	7.5	176	27	£52595
2.0 TSI (265) auto 4x4 vRS 7st	33.8	6.4	194	31	£47755
2.0 TDI (150) auto SE 5st	53.2	9.6	139	20	£38945
2.0 TDI (150) auto SE L 7st	49.8	9.8	149	21	£42505
2.0 TDI (193) auto 4x4 SE L 7st	44.1	8.0	168	26	£46225
2.0 TDI (193) at 4x4 SportLine 7st	44.6	8.0	166	26	£48725

Seven seats: add £860 to SE (not iV)

SKYWELL

Dealers: TBC **Warranty:** 7 yrs/100000 mls

BE11 - 4720x1908mm
Euro NCAP: N/A **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
72kWh (204) auto Standard Range	248	9.6	0	N/A	£36940
86kWh (204) auto Long Range	304	9.6	0	N/A	£39940

SMART

Dealers: 48 **Warranty:** 3 yrs/unlimited mls

#1 - 4270x1822mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
49kWh (272) auto Pro	193	6.7	0	30	£31950
62kWh (272) auto Pro+	260	6.7	0	30	£35950
62kWh (272) auto Premium	273	6.7	0	31	£38950
62kWh (428) auto Brabus	248	3.9	0	37	£43450

#3 - 4400x1844mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
49kWh (272) auto Pro	202	5.8	0	33	£32950
62kWh (272) auto Pro+	270	5.8	0	34	£36950
62kWh (272) auto Premium	283	5.8	0	36	£39950
62kWh (272) auto Anniversary Ed	283	5.8	0	36	£40950
62kWh (428) auto Brabus	258	3.7	0	41	£45450

SUBARU

Dealers: 70 **Warranty:** 3 yrs/100000 mls

Crosstrek - 4495x1800mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
2.0 e-Boxer (136) at AWD Limited	36.8	10.8	174	15	£34995

Touring: add £2000 to Limited

Solterra - 4690x1860mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
71.4kWh (215) auto Limited AWD	289	6.9	0	N/A	£52495

Touring: add £3000 to Limited

Forester - 4625x1815mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
2.0 e-Boxer (150) auto AWD XE	34.7	11.8	185	23	£37995

Premium: add £3000 to XE

Outback - 4870x1875mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
2.5i (169) auto AWD Limited	32.8	10.2	193	19	£37995

Field: add £4000 to Limited
Touring: add £5500 to Limited

SUZUKI

Dealers: 149 **Warranty:** 3 yrs/60000 mls

Ignis - 3700x1660mm
Euro NCAP: ★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.2 Dualjet (83) SZ-T	56.9	12.7	112	9	£17949
1.2 Dualjet (83) SZ5	56.9	12.7	112	9	£18949
1.2 Dualjet (83) SZ5 4x4	52.4	12.8	121	9	£19949
1.2 Dualjet (83) auto SZ-T	52.3	12.4	122	9	£18949
1.2 Dualjet (83) auto SZ5	52.3	12.4	122	9	£19949

Swift - 3860x1735mm
Euro NCAP: ★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.2 MHEV (82) Motion	64.2	12.5	99	21	£19199
1.2 MHEV (82) Ultra	64.2	12.5	99	21	£20299
1.2 MHEV (82) Ultra 4x4	57.6	13.6	110	20	£21549
1.2 MHEV (82) auto Motion	60.1	11.9	106	22	£20449
1.2 MHEV (82) auto Ultra	60.1	11.9	106	22	£21549

Swace - 4655x1790mm
Euro NCAP: N/A **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.8 VVT-i Hybrid (122) at Motion	62.7	9.4	102	20	£29999
1.8 VVT-i Hybrid (122) auto Ultra	62.7	9.4	102	21	£31999

Vitara - 4175x1775mm
Euro NCAP: ★★★★★ **Driver Power:** 21st

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.4 Boosterjet (129) SZ-T	53.2	9.5	120	19	£22449
1.4 Boosterjet (129) SZ5	52.7	9.5	121	19	£24449
1.4 Boosterjet (129) SZ5 4x4	48.3	10.2	132	17	£26249

S-Cross - 4300x1785mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.4 Boosterjet (129) Motion	53.2	9.5	120	22	£26699
1.4 Boosterjet (129) Ultra 4x4	47.8	10.2	133	22	£29699
1.5 VVT-i Hybrid (115) at Motion	54.3	12.7	118	16	£28449
1.5 VVT-i Hybrid (115) at Ultra 4x4	48.7	13.5	132	16	£31449

Across - 4635x1855mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
2.5 PHEV (306) auto E-Four	282.4	6.0	22	39	£49529

TESLA

Dealers: 17 **Warranty:** 4 yrs/50000 mls

Model 3 - 4694x1849mm
Euro NCAP: ★★★★★ **Driver Power:** 2nd

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
60kWh (245) auto RWD	318	5.8	0	36	£39990
79kWh (320) auto RWD Long Range	436	4.9	0	38	£44990
79kWh (351) auto AWD Long Range	390	4.2	0	41	£49990
79kWh (460) at AWD Performance	328	2.9	0	48	£59990

Model S (LHD) - 4970x1964mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
100kWh (670) auto AWD	405	3.1	0	50	£95480
100kWh (1020) auto AWD Plaid	390	2.0	0	50	£114930

Model Y - 4751x1978mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
81kWh (342) auto RWD Long Range	373	5.9	0	45	£46990
81kWh (384) auto AWD Long Range	331	4.8	0	48	£52990
81kWh (426) at AWD Performance	319	3.5	0	50	£59990

Seven seats: add £2500 to AWD LR

Model X (LHD) - 5037x2271mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
100kWh (670) at AWD Long Range	348	3.8	0	50	£99930
100kWh (1020) auto AWD Plaid	333	2.5	0	50	£126230

TOYOTA

Dealers: 206 **Warranty:** 3 yrs/60000 mls

Aygo X - 3465x1615mm
Euro NCAP: ★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.0 VVT-i (72) Pure	58.9	14.9	109	5	£16140
1.0 VVT-i (72) Edge	58.9	14.9	110	5	£17180
1.0 VVT-i (72) auto Pure	56.5	14.8	113	6	£17245
1.0 VVT-i (72) auto Edge	56.5	14.8	113	6	£18285

Exclusive: add £1810 to Edge

Yaris - 3940x1745mm
Euro NCAP: ★★★★★ **Driver Power:** 3rd

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.5 VVT-i Hybrid (114) auto Icon	68.9	9.7	92	13	£22640
1.5 VVT-i Hybrid (114) auto Design	68.9	9.7	91	14	£23545
1.5 VVT-i Hybrid (114) auto GR Sport	68.9	9.7	97	14	£28815
1.5 VVT-i Hybrid (114) auto Excel	68.9	9.7	96	14	£26710
1.5 VVT-i Hybrid (114) auto Premiere	68.9	9.7	96	14	£28935

GR Yaris - 3995x1805mm
Euro NCAP: ★★★★★ **Driver Power:** 3rd

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.6T (257) GR Yaris	34.3	5.5	186	35	£32205
1.6T (257) GR Yaris Convenience	34.3	5.5	186	35	£34385
1.6T (257) GR Yaris Circuit Pack	34.3	5.5	186	36	£35705

Corolla - 4370x1790mm
Euro NCAP: ★★★★★ **Driver Power:** 24th

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.8 VVT-i Hybrid (140) auto Icon	64.2	9.1	100	17	£30505
1.8 VVT-i Hybrid (140) auto Design	61.4	9.1	104	17	£32140
1.8 VVT-i Hybrid (140) at GR Sport	60.1	9.1	105	17	£33405
1.8 VVT-i Hybrid (140) auto Excel	60.1	9.1	106	18	£34240
2.0 VVT-i Hybrid (196) auto Icon	64.2	7.4	98	21	£32250
2.0 VVT-i Hybrid (196) auto Design	62.8	7.4	102	21	£33885
2.0 VVT-i Hybrid (196) at GR Sport	61.4	7.4	103	21	£35150
2.0 VVT-i Hybrid (196) auto Excel	61.4	7.4	103	22	£35985

Corolla Touring Sports - 4650x1790mm
Euro NCAP: ★★★★★ **Driver Power:** 24th

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.8 VVT-i Hybrid (140) auto Icon	62.8	9.4	101	17	£31840
1.8 VVT-i Hybrid (140) auto Design	60.1	9.4	106	17	£33475
1.8 VVT-i Hybrid (140) at GR Sport	60.1	9.4	107	17	£35120
1.8 VVT-i Hybrid (140) auto Excel	60.1	9.4	107	18	£35955
2.0 VVT-i Hybrid (196) auto Icon	64.2	7.7	100	21	£33585
2.0 VVT-i Hybrid (196) auto Design	61.4	7.7	104	21	£35220
2.0 VVT-i Hybrid (196) at GR Sport	61.4	7.7	105	21	£36865
2.0 VVT-i Hybrid (196) auto Excel	61.4	7.7	105	22	£37700

Prius Plug-in - 4599x1782mm
Euro NCAP: N/A **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
2.0 VVT-i Hybrid (223) auto Design	565.0	6.8	12	31	£37315
2.0 VVT-i Hybrid (223) auto Excel	403.5	6.8	17	31	£39955

Proace City Verso Elec - 4403-4753x1848mm
Euro NCAP: N/A **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
50kWh (136) auto Icon Medium	160	11.2	0	N/A	£31849
50kWh (136) auto Design Medium	160	11.2	0	N/A	£36464
50kWh (136) auto Icon Long	160	11.2	0	N/A	£33129

Proace Verso Electric - 4959-5309x1920mm
Euro NCAP: N/A **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
75kWh (136) auto Icon Medium 8st	143	12.1	0	N/A	£45769
75kWh (136) at Design Medium 8st	143	12.1	0	N/A	£49263
75kWh (136) auto Icon Long 9st	143	12.1	0	N/A	£46477
75kWh (136) auto Design Long 8st	143	12.1	0	N/A	£53766
75kWh (136) auto Excel Long 7st	143	12.1	0	N/A	£55866

Yaris Cross - 4180x1765mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.5 VVT-i Hybrid (116) auto Icon	64.1	11.2	100	11	£25530
1.5 VVT-i Hybrid (116) auto Design	64.1	11.2	102	12	£27130

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.5 VVT-i Hybrid (116) auto Excel	64.1	11.2	112	12	£30565
1.5 VVT-i Hybrid (116) at GR Sport	64.1	11.2	112	12	£31320
1.5 VVT-i Hyb (116) at AWD Excel	55.3	11.8	115	12	£32925

C-HR - 4362x1832mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.8 VVT-i Hybrid (140) auto Icon	60.1	10.2	105	20	£31300
1.8 VVT-i Hybrid (140) auto Design	58.9	10.2	108	20	£34695
1.8 VVT-i Hybrid (140) auto Excel	57.7	10.2	110	22	£38160
2.0 VVT-i Hybrid (197) at GR Sport	57.7	8.1	110	27	£40655
2.0 VVT-i PHEV (223) auto Design	353.1	7.2	19	25	£39145
2.0 VVT-i PHEV (223) auto Excel	353.1	7.2	19	27	£42610
2.0 VVT-i PHEV (223) at GR Sport	353.1	7.2	19	26	£43540

bZ4X - 4690x1860mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
71.4kWh (201) auto Pure FWD	318	7.5	0	35	£42860
71.4kWh (201) auto Motion FWD	313	7.5	0	36	£45210
71.4kWh (215) auto Motion AWD	286	6.9	0	38	£47810

Vision: add £3600 to Motion

RAV4 - 4600x1855mm
Euro NCAP: ★★★★★ **Driver Power:** 4th

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
2.5 VVT-i Hyb (218) at Design FWD	50.4	8.4	129	26	£39885
2.5 VVT-i Hyb (222) at Design AWD	48.7	8.1	131	28	£42270
2.5 VVT-i PHV (306) at Design AWD	282.4	6.0	22	28	£44175

Excel: add £2985 to Design (not PHEV) **GR Sport:** add £4545 to Hybrid Design AWD, add £4815 to PHEV Design

Land Cruiser - 4925x1980mm
Euro NCAP: N/A **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
2.8 D-4D (204) auto Invincible	26.4	10.9	276	48	£74995
2.8 D-4D (204) auto First Edition	26.4	10.9	276	49	£79995

Hilux - 5325x1855-1900mm
Euro NCAP: ★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
2.8 D-4D (204) D Cab Invincible	33.2	10.1	223	45	£41960
2.8 D-4D (204) D Cab Invincible X	33.2	10.1	225	45	£46020
2.8 D-4D mHEV (204) at DC Invinc	30.0	10.7	259	45	£43127
2.8 D-4D mHEV (204) at DC Invinc X	30.0	10.7	259	45	£47542
2.8 D-4D (204) at D Cab GR Sport	30.0	10.7	N/A	45	£49750
2.8 D-4D (204) at Invincible X AT35	30.0	10.7	N/A	45	£73940

VAUXHALL

Dealers: 338 **Warranty:** 3 yrs/60000 mls

Corsa - 4055x1765mm
Euro NCAP: ★★★★ **Driver Power:** 48th

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.2 Turbo (100) Yes	54.3	9.9	118	N/A	£18505
1.2 Turbo (100) Design	54.3	9.9	117	20	£20535
1.2 Turbo (100) GS	54.3	9.9	117	19	£22915
1.2 Turbo (100) auto Design	51.4	10.2	125	19	£22265
1.2 Hybrid (100) auto Design	61.4	10.7	102	19	£22900
1.2 Hybrid (100) auto GS	62.8	10.7	104	19	£25280
1.2 Hybrid (136) auto GS	60.1	8.6	106	25	£26250
1.2 Turbo (130) auto GS	49.6	8.7	127	23	£25615
50kWh (136) auto Yes	221	8.2	0	N/A	£26895
50kWh (136) auto Design	219	8.2	0	28	£29045
50kWh (136) auto GS	214	8.2	0	26	£31230
54kWh (156) auto Design	246	8.2	0	30	£30440
54kWh (156) auto GS	246	8.2	0	28	£32625

Ultimate: add £2780 to GS 1.2T (100)/Hybrid (136), add £2145 to 1.2T (130), add £1810 to GS electric

Astra - 4374x1860mm
Euro NCAP: ★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.2 Turbo (110) Design	51.4	10.5	123	16	£26970
1.2 Turbo (130) Design	51.4	9.7	123	17	£27570
1.2 Turbo (130) GS	51.4	9.7	124	19	£29865
1.2 Turbo (130) auto Design	50.4	9.7	127	18	£29070
1.2 Turbo (130) auto GS	50.4	9.7	127	20	£31415
1.2T Hybrid (136) auto Design	60.1	9.0	106	20	£30035
1.2T Hybrid (136) auto GS	60.1	9.0	109	20	£32330
1.6 PHEV (180) auto GS	256.0	9.3	24	24	£37935
1.6 PHEV (225) auto GSe	256.0	7.5	25	31	£41800
54kWh (156) auto Design	254	9.2	0	26	£34945
54kWh (156) auto GS	254	9.2	0	26	£37240

Sports Tourer estate: add £2200
Ultimate: add £3115 to GS 1.2T/PHEV, add £2200 to GS 1.2T auto, add £3140 to GS Hybrid, add £2115 to GS Electric

Combo Life Electric - 4403-4753x1921mm
Euro NCAP: ★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
50kWh (136) auto Design	211	11.7	0	21	£32180
50kWh (136) auto Ultimate	210	11.7	0	22	£34695
50kWh (136) auto Design XL 7st	213	11.7	0	23	£33080
50kWh (136) auto Ultimate XL 7st	208	11.7	0	23	£35595

Vivaro Life Electric - 4956-5306x1920mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
49kWh (136) auto Combi	84	14.3	0	36	£37145
49kWh (136) auto XL Combi	84	14.3	0	36	£43725
75kWh (136) auto Combi	133	14.3	0	36	£43725
75kWh (136) auto XL Combi	133	14.3	0	36	£48795

Design: add £5605 to 75kWh Combi
Ultimate: add £5325 to Design

Crossland - 4212x1765mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.2 Turbo (110) Ultimate	47.9	10.5	134	16	£28205
1.2 Turbo (130) auto Ultimate	46.3	9.9	144	19	£30345

Mokka - 4151x1791mm
Euro NCAP: N/A **Driver Power:** 34th

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.2 Turbo (136) Design	49.5	8.9	129	N/A	£24705
1.2 Turbo (136) GS	49.5	8.9	129	N/A	£25905
1.2 Turbo (130) auto Design	45.5	8.9	139	N/A	£26305
1.2 Turbo (130) auto GS	46.3	8.9	138	N/A	£27505
1.2 Hybrid (136) auto Design	58.8	8.2	108	N/A	£27305
1.2 Hybrid (136) auto GS	57.6	8.2	110	N/A	£28505
54kWh (156) Design	249	9.0	0	N/A	£33245
54kWh (156) GS	250	9.0	0	N/A	£35905

Ultimate: add £2250 to GS 1.2, add £2275 to GS Hybrid, add £3000 to GS Electric

Grandland - 4477x1856mm
Euro NCAP: ★★★★★ **Driver Power:** 23rd

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.2 Hybrid (136) auto Design	50.4	10.2	124	N/A	£34700
1.2 Hybrid (136) auto GS	51.4	10.2	124	N/A	£36650
1.2 Hybrid (213) auto Ultimate	51.4	10.2	124	N/A	£38400
73kWh (213) auto Design	318	9.0	0	35	£40995
73kWh (213) auto GS	323	9.0	0	36	£43145
73kWh (213) auto Ultimate	318	9.0	0	36	£45195

VOLKSWAGEN

Dealers: 223 **Warranty:** 3 yrs/60000 mls

Polo - 4074x1751mm
Euro NCAP: ★★★★★ **Driver Power:** 41st

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.0 (80) Life	52.8	15.6	122	1	£20975
1.0 TSI (95) Life	54.4	10.8	118	8	£21915
1.0 TSI (95) R-Line	54.0	10.8	119	11	£24315
1.0 TSI (95) auto Life	52.8	11.5	122	8	£23350
1.0 TSI (95) auto R-Line	52.1	11.5	123	11	£25750
1.0 TSI (115) auto R-Line	52.2	9.8	123	11	£26975
2.0 TSI (207) auto GTI	43.2	6.5	149	23	£30195

Match: add £690 to 1.0 TSI Life
Style: add £2400 to 1.0 TSI (95) Life

Golf - 4284x1789mm
Euro NCAP: ★★★★★ **Driver Power:** 50th

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.5 TSI (115) Life	53.1	9.9	121	17	£27420
1.5 TSI (115) Match	51.9	9.9	124	17	£27595
1.5 eTSI (115) auto Style	53.4	9.9	120	18	£30660
1.5 TSI (150) Match	51.0	8.6	126	21	£28735
1.5 eTSI (150) auto Match	53.1	8.4	121	22	£30325
1.5 TSI PHEV (204) auto Style	993.3	7.2	6	27	£37135
1.5 TSI PHEV (272) auto GTE	795.6	6.6	8	30	£40300
2.0 TSI (265) auto GTI	39.6	5.9	162	31	£39400
2.0 TSI (300) auto GTI Clubsport	37.4	5.6	171	31	£42155
2.0 TSI (333) auto 4MOTION R	34.9	4.6	184	33	£43895
2.0 TDI (115) Match	63.5	10.2	115	19	£29390
2.0 TDI (150) auto R-Line	60.5	8.0	123	24	£34110

Style: add £1475 to Match
R-Line: add £1435 to Match

Golf Estate - 4633x1789mm
Euro NCAP: ★★★★★ **Driver Power:** 50th

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.5 TSI (115) Life	52.5	10.2	123	17	£28820
1.5 eTSI (115) auto Life	53.9	10.3	120	17	£30410
1.5 TSI (150) Life	51.5	8.8	125	21	£29950
1.5 TSI (150) Style	50.2	8.8	128	22	£31610
1.5 eTSI (150) auto Life	53.6	8.6	120	22	£31540
1.5 eTSI (150) auto Style	52.3	8.6	123	23	£33200
2.0 TSI (333) auto 4MOTION R	34.6	4.8	185	33	£45295
2.0 TDI (115) Life	64.3	10.5	115	19	£30615
2.0 TDI (150) auto Style	58.8	8.4	126	24	£35005

R-Line: add £500 to Style

ID.3 - 4261x1809mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
58kWh (204) auto Pro Essential	269	7.6	0	26	£35700
58kWh (204) auto Pro Match	268	7.6	0	26	£36560
77kWh (204) auto Pro S Essential	346	8.2	0	26	£39190
77kWh (204) auto Pro S Match	345	8.2	0	28	£40050
79kWh (326) auto GTX Performance	369	5.7	0	34	£45225

Passat Estate - 4917x1849mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.5 eTSI (150) auto Life	51.8	9.2	124	25	£38505
1.5 eTSI (150) auto Elegance	51.5	9.2	125	26	£41600
1.5 eTSI (150) auto R-Line	50.0	9.2	129	26	£42850
1.5 TSI PHEV (204) auto Life	755.1	8.1	9	30	£44105
1.5 TSI PHEV (204) auto Elegance	731.1	8.1	9	32	£47200
1.5 TSI PHEV (204) auto R-Line	727.6	8.1	9	32	£48450
1.5 TSI PHEV (272) auto Elegance	723.8	7.1	9	34	£49920
1.5 TSI PHEV (272) auto R-Line	694.6	7.1	9	34	£51170

ID.7 - 4961x1862mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
77kWh (286) auto Pro Match	381	6.5	0	N/A	£51550
86kWh (286) auto Pro S Match	436	6.6	0	N/A	£55450
86kWh (340) auto 4MOTION GTX	365	5.4	0	N/A	£61980

ID.7 Tourer - 4961x1862mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
77kWh (286) auto Pro Match	373	6.6	0	N/A	£52240
86kWh (286) auto Pro S Match	424	6.7	0	N/A	£56140
86kWh (340) auto 4MOTION GTX	359	5.5	0	N/A	£62670

Touran - 4527x1829mm
Euro NCAP: ★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.5 TSI (150) SE Family	44.0	8.9	146	18	£37670
1.5 TSI (150) SEL	44.7	8.9	144	18	£38310
1.5 TSI (150) auto SE Family	42.8	8.9	150	18	£38970
1.5 TSI (150) auto SEL	43.6	8.9	148	18	£39610

Match: add £1095 to SE Family
R-Line: add £1480 to SEL

ID.Buzz - 4962-4712x1985mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
79kWh (286) auto Life SWB	283	7.6	0	37	£59035
79kWh (286) auto Style SWB	277	7.6	0	40	£63835
79kWh (340) at 4MOTION GTX SWB	255	6.1	0	42	£67435
86kWh (286) auto Life LWB	293	7.9	0	37	£59395
86kWh (286) auto Style LWB	286	7.9	0	40	£64195
86kWh (340) at 4MOTION GTX LWB	282	6.4	0	42	£67795

Six seats: add £150 to SWB
Seven seats: add £150 to LWB

Caddy - 4500-4853x1855mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.5 TSI (116) SWB	43.5	11.9	149	8	£28345
1.5 TSI (116) California SWB	42.2	11.9	153	8	£35683
1.5 TSI (116) auto Life SWB	42.2	11.9	153	10	£33897
1.5 TSI (116) auto California SWB	41.5	11.9	155	10	£37891
2.0 TDI (102) SWB	53.3	13.5	140	9	£30059
2.0 TDI (102) Life SWB	52.3	13.5	141	9	£32927
2.0 TDI (122) auto SWB	51.4	11.4	145	12	£33619
2.0 TDI (122) auto Life SWB	50.4	11.4	146	12	£36487
2.0 TDI (122) auto California Maxi	49.6	11.4	150	12	£42364

Maxi: add £1003-£1378 to SWB

Multivan - 4973-5173x1941mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
2.0 TSI (204) auto Style	31.7	9.0	202	36	£63121
2.0 TSI (204) auto Style Long	31.7	9.0	203	37	£64561
2.0 TDI (150) auto Life	43.8	11.6	169	26	£48375
2.0 TDI (150) auto Style	43.5	11.6	171	30	£59650
2.0 TDI (150) auto Life Long	43.5	11.6	170	28	£49815
2.0 TDI (150) auto Style Long	42.8	11.6	172	28	£61090

Grand California - 5986-6836x2040mm
Euro NCAP: N/A **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
2.0 TDI (177) auto 600 3.5t	26.2	N/A	285	N/A	£82030
2.0 TDI (177) auto 600 3.88t	25.9	N/A	286	N/A	£82690
2.0 TDI (177) auto 680 3.88t	25.9	N/A	287	N/A	£84718

T-Cross - 4235x1782mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.0 TSI (95) Life	50.2	11.3	127	9	£24125
1.0 TSI (95) Match	49.4	11.3	129	9	£24300
1.0 TSI (115) Life	51.8	10.1	124	10	£24970
1.0 TSI (115) Match	51.0	10.1	126	10	£25145
1.0 TSI (115) Style	50.8	10.1	127	10	£27780
1.0 TSI (115) R-Line	51.0	10.1	126	10	£28715
1.0 TSI (115) auto Life	49.7	10.3	130	10	£26580
1.0 TSI (115) auto Match	48.9	10.3	132	10	£26805
1.0 TSI (115) auto Style	48.9	10.3	132	10	£29440
1.0 TSI (115) auto R-Line	49.1	10.3	131	10	£30370
1.5 TSI (150) auto Style	47.1	8.4	136	16	£30890
1.5 TSI (150) auto R-Line	47.2	8.4	136	16	£31825

Taigo - 4266x1757mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.0 TSI (95) Life	51.8	11.1	123	12	£24520
1.0 TSI (95) Match	50.9	11.1	125	12	£24695
1.0 TSI (115) Life	53.4	9.9	120	14	£25355
1.0 TSI (115) Match	52.5	9.9	123	14	£25530
1.0 TSI (115) Style	52.6	9.9	122	14	£28295
1.0 TSI (115) R-Line	52.3	9.9	123	14	£29250
1.0 TSI (115) auto Life	51.1	10.2	126	14	£26950
1.0 TSI (115) auto Match	50.3	10.2	128	14	£27125
1.0 TSI (115) auto Style	50.4	10.2	128	14	£29890
1.0 TSI (115) auto R-Line	50.4	10.2	128	14	£30845
1.5 TSI (150) auto Style	48.7	8.2	132	22	£31420
1.5 TSI (150) auto R-Line	48.6	8.2	132	22	£32340

Black Edition: add £490 to R-Line

T-Roc - 4236x1819mm
Euro NCAP: ★★★★★ **Driver Power:** 35th

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.0 TSI (115) Life	48.9	10.1	132	18	£28430
1.0 TSI (115) Style	48.8	10.1	132	18	£31320
1.5 TSI (150) Life	47.3	8.4	136	17	£30000
1.5 TSI (150) Style	47.4	8.4	136	17	£32890
1.5 TSI (150) auto Life	46.8	8.3	138	18	£31740
1.5 TSI (150) auto Style	46.8	8.3	137	18	£34630
2.0 TSI (190) auto 4MOTION Style	38.7	6.8	166	24	£37860
2.0 TSI (300) auto 4MOTION R	33.6	4.9	191	35	£43000
2.0 TDI (115) Life	58.9	10.7	126	15	£31345
2.0 TDI (115) Style	59.0	10.7	126	15	£34235
2.0 TDI (150) auto Style	56.5	8.8	131	19	£37330
2.0 TDI (150) auto 4MOTION Style	50.6	8.6	146	19	£38640

Match: add £175 to Life (not 2.0 TDI)
R-Line: add £1615 to Style (not 1.0 TSI/2.0 TDI 115)

T-Roc Cabriolet - 4271x1811mm
Euro NCAP: ★★★★★ **Driver Power:** 35th

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.0 TSI (115) Style	46.4	11.3	138	14	£34550
1.5 TSI (150) Style	45.2	10.0	142	19	£36060
1.5 TSI (150) R-Line	45.5	10.0	141	19	£38660
1.5 TSI (150) auto Style	44.9	9.4	143	20	£37755
1.5 TSI (150) auto R-Line	45.2	9.4	142	20	£40355

ID.4 - 4584x1852mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
77kWh (286) auto Match	349	6.7	0	29	£44360
77kWh (286) auto 4MOTION Match	326	6.6	0	33	£46080
77kWh (340) auto 4MOTION GTX	321	5.4	0	34	£54205

ID.5 - 4599x1852mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
77kWh (286) auto Match	344	6.7	0	N/A	£45860
77kWh (340) auto 4MOTION GTX	329	5.4	0	N/A	£55705

Tiguan - 4539x1842mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.5 TSI (130) auto Tiguan	46.3	10.6	139	18	£34075
1.5 TSI (130) auto Life	45.7	10.6	141	18	£35920
1.5 TSI (150) auto Life	45.3	9.1	142	21	£36720
1.5 TSI (150) auto Elegance	45.3	9.1	142	22	£39290
1.5 TSI (150) auto R-Line	43.7	9.1	147	22	£39695
1.5 TSI PHEV (204) auto Life	707.0	8.2	9	27	£42525
1.5 TSI PHEV (204) auto Elegance	714.5	8.2	9	28	£45095
1.5 TSI PHEV (204) auto R-Line	646.5	8.2	10	28	£45500
1.5 TSI PHEV (272) auto R-Line	672.8	7.2	11	31	£48220
2.0 TSI (265) auto 4MOTION R-Line	33.2	5.9	193	N/A	£47540
2.0 TDI (150) auto Life	52.2	9.4	142	22	£37920
2.0 TDI (150) auto Elegance	52.1	9.4	142	23	£40490
2.0 TDI (150) auto R-Line	51.1	9.4	145	23	£40895

Match: add £175 to Life

Tayron - 4792x1853mm
Euro NCAP: N/A **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.5 TSI (150) auto Life	44.1	9.4	146	N/A	£39850
1.5 TSI (150) auto Elegance	44.1	9.4	146	N/A	£42420
1.5 TSI (150) auto R-Line	42.9	9.4	150	N/A	£42825
1.5 TSI PHEV (204) auto Life	696.0	8.6	9	N/A	£43905
1.5 TSI PHEV (204) auto Elegance	698.7	8.6	9	N/A	£46475
1.5 TSI PHEV (204) auto R-Line	614.4	8.6	10	N/A	£46880
1.5 TSI PHEV (272) auto R-Line	625.9	7.3	10	N/A	£49600

Match: add £500 to Life PHEV
R-Line Edition: add £500 to R-Line PHEV

Touareg - 4902x1984mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
3.0 V6 TSI PHV (381) auto 4MT Eleg	126.2	5.9	51	47	£69150
3.0 V6 TSI PHV (462) auto 4MOT R	121.0	5.2	53	49	£80710
3.0 V6 TDI (286) auto 4MOT Black Ed	34.3	6.4	215	45	£70745

Amarok - 5390x1910mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
2.0 TDI (170) 4MOTION Life	33.6	11.6	221	N/A	£42114
2.0 TDI (205) auto 4MOTION Life	32.5	10.5	227	N/A	£43722
2.0 TDI (205) auto 4MOTION Style	32.1	10.5	230	N/A	£52560
3.0 V6 TDI (240) auto 4MOT Style	28.0	9.0	264	N/A	£55650
3.0 V6 TDI (240) at 4MOT Panam	28.0	9.0	265	N/A	£58434
3.0 V6 TDI (240) at 4MT Aventura	28.0	9.0	265	N/A	£59418

VOLVO

Dealers: 117 **Warranty:** 3 yrs/60000 mls

V60 - 4778-4784x1916mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
2.0 B4 (197) auto Plus	44.8	7.2	143	31	£43370
2.0 B4 (197) auto Ultra	44.8	7.2	144	31	£48070
2.0 T6 PHEV (350) auto Plus AWD	352.6	5.2	17	42	£50935
2.0 T8 PHEV (455) auto Ultra AWD	352.6	4.4	18	42	£57635

V90 - 4945-4959x1895-1929mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
2.0 T6 PHEV (350) auto Plus AWD	352.6	5.2	18	42	£62280
2.0 T8 PHEV (455) auto Ultra AWD	313.4	4.5	20	42	£70780

EX30 - 4233x1940mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
51kWh (272) at Single Motor Core	209	5.4	0	35	£32850
51kWh (272) at Single Motor Plus	209	5.4	0	36	£35150
69kWh (272) at Ext'd Range Core	296	5.1	0	37	£37050
69kWh (272) at Ext'd Range Plus	296	5.1	0	38	£39850
69kWh (272) at Ext'd Range Ultra	295	5.1	0	38	£43350
69kWh (428) at Twin Motor Plus	280	3.4	0	40	£42350
69kWh (428) at Twin Motor Ultra	279	3.4	0	41	£45850

EC40 - 4440x1910mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
69kWh (238) at Single Motor Plus	300	6.9	0	34	£52555
78kWh (252) at Ext'd Range Plus	346	6.9	0	35	£54305
78kWh (252) at Ext'd Range Ultra	341	6.9	0	37	£58355
82kWh (408) at Twin Motor Plus	340	4.5	0	40	£57805
82kWh (408) at Twin Motor Ultra	336	4.5	0	41	£61855
82kWh (442) at Twin Perf Plus Black	337	4.4	0	41	£59555
82kWh (442) at Twin Perf Ultra Blk	336	4.4	0	41	£63105

Black Edition: add £750 to Extended Range Plus, add £250 to Extended Range Ultra

EX40 - 4440x1910mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
69kWh (238) at Single Motor Core	296	6.9	0	35	£45955
69kWh (238) at Single Motor Plus	294	6.9	0	35	£52555
78kWh (252) at Ext'd Range Core	343	6.9	0	36	£47705
78kWh (252) at Ext'd Range Plus	341	4.6	0	42	£54305
78kWh (252) at Ext'd Range Ultra	332	4.6	0	42	£58355
82kWh (408) at Twin Motor Plus	332	4.6	0	42	£57805
82kWh (408) at Twin Motor Ultra	323	4.6	0	42	£61855
82kWh (442) at Twin Perf Plus Black	326	4.4	0	41	£59555
82kWh (442) at Twin Perf Ultra Blk	324	4.4	0	41	£63105

Black Edition: add £750 to Extended Range Plus, add £250 to Extended Range Ultra

XC40 - 4440x1910mm
Euro NCAP: ★★★★★ **Driver Power:** 32nd

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.5 B3 (163) auto Core	42.7	8.3	150	23	£36310
1.5 B3 (163) auto Plus	42.7	8.3	149	24	£39810
1.5 B3 (163) auto Ultra	42.7	8.3	153	25	£45220
2.0 B4 (197) auto Plus	42.7	7.3	149	26	£40960
2.0 B4 (197) auto Ultra	42.7	7.3	153	27	£45220

Black Edition: add £910 to B3 Plus, add £1160 to B4 Plus, add £250 to Ultra

XC60 - 4708x1999mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
2.0 B5 (250) auto Core AWD	35.7	6.5	175	34	£47615
2.0 B5 (250) auto Plus AWD	35.7	6.5	176	34	£52340
2.0 B5 (250) auto Ultra AWD	35.7	6.5	179	34	£61620
2.0 T6 PHEV (350) auto Core AWD	282.1	5.4	24	22	£56030
2.0 T6 PHEV (350) auto Plus AWD	282.1	5.4	23	22	£60055
2.0 T8 PHEV (455) auto Ultra AWD	282.1	4.6	24	41	£68385

Black Edition: add £1750 to B5/T6 Plus, add £1000 to B5/T8 Ultra

XC90 - 4953x2008mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
2.0 B5 (250) auto Core AWD	32.8	7.3	193	N/A	£63790
2.0 B5 (250) auto Plus AWD	32.8	7.3	196	N/A	£68790
2.0 B6 (250) auto Ultra AWD	32.8	7.3	200	N/A	£75290
2.0 T8 PHEV (455) auto Core AWD	235.1	5.1	30	N/A	£72650
2.0 T8 PHEV (455) auto Plus AWD	235.1	5.1	31	N/A	£77650
2.0 T8 PHEV (455) auto Ultra AWD	235.1	5.1	32	N/A	£84150

EX90 - 5037x2039mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
111kWh (408) auto Twin AWD	364	5.7	0	50	£96255
111kWh (517) at Twin Perf AWD	360	4.7	0	50	£100555

ONLINE VALUATION TOOL

Head over to our valuation tool to check prices on a specific model.

'AFFORDABILITY' was the word I probably used more than any other last year. And I make no apologies for that, because no matter how strong a new car is in terms of build quality, safety, efficiency and driver/passenger appeal, it'll fall at the first hurdle if it's overpriced and therefore beyond the financial reach of the consumers it was designed for.

> **"A NEW CAR WILL FALL AT THE FIRST HURDLE IF IT'S OVERPRICED AND THEREFORE BEYOND THE FINANCIAL REACH OF THE CONSUMERS IT WAS DESIGNED FOR"**

Such a vehicle, dogged by an ill-thought-out, inappropriately high price tag, doesn't face anything as dramatic as a sudden-death withdrawal from the market where – surprise, surprise – it failed to attract enough orders from potential buyers. Instead, the model's RRP has to be significantly and embarrassingly reduced. This discredits the manufacturer for initially getting its pricing policy so wrong. And such self-inflicted shenanigans distort and confuse resale values. Also, none of the above does much to improve the attractiveness and credibility of the model in question. What a mess.

So, I'm delighted that affordability has just become the word of the week for the motor industry at home and abroad. A few days ago, Mike Hawes, CEO of the Society of Motor Manufacturers and Traders, insisted that in the electric car market, "affordability remains a major barrier to uptake". I'd go further still and argue it's one of the top three barriers, right up there with a still-inadequate charging infrastructure and range anxiety. What's more, affordability (or the lack of it) is not just an EV issue. It's a headache, too, for many buyers of new hybrid, petrol or diesel models.

At the same time as the SMMT's welcome war cry on the affordability front, Volkswagen formally announced last week that its trusty Polo has just been awarded the official Best Car of the Half Century title as part of the Best Cars of the Year awards, not least because the supermini has, from 1975 to 2025, consistently offered "affordable mobility for all", according to the company.

And with accessible future products very much on his mind, Volkswagen's global chief, CEO Thomas Schäfer, went further still by adding that his ID.1 all-electric sub-supermini for 2027 will be "affordable, high quality and profitable", with a price tag of just under £17,000 (at today's prices). That puts the imminent Volkswagen in the same price league as the basic, humble Dacia Spring (from £14,995).

This, to me, is an acknowledgement from Schäfer and his team that some of his previous ID products have hardly had affordability written all over them. They therefore required and received straightforward price cuts or lower-priced entry models (or both). Put another way, VW now knows that the long-term durability and borderline premium build quality of its cars mean nothing if those cars aren't priced right.

MIKE RUTHERFORD

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